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SATURDAY, APRIL 9, 1921.

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WORK WHOSE STOPPAGE MEANS "THE EQUIVALENT OF A COLOSSAL EXPLOSION" THROUGHOUT THE RHONDDA VALLEY: WATER, PUMPED BY VOLUNTEERS, POURING OUT FROM THE LWYNPIA PIT AT 3000 GALLONS A MINUTE.

It was reported on April 3 that the local miners had consented to 25 men being employed at Lwynpia to keep the pumps going, but next day such an arrangement was denied, and a miners' meeting at Porth passed a resolution that every man, irrespective of grade, including managing directors, must be withdrawn. When this photograph was taken, however (on April 4), the pumps were still being worked by volunteers, members of the clerical staff, draughtsmen, and so on. The general manager of the Consolidated Cambrian Collieries, Mr. Hedley Clarke,

said that stoppage of the Lwynpia pumps would mean calamity. Owing to geological formation, the water has increased to 3000 gallons per minute, enough to fill a headway 18 miles long in 5½ days. It would soon cause a pressure of 520 lb. per square inch, which would blow down barriers between pits, and "the disturbance would be equivalent to a colossal explosion through practically the whole Rhondda Valley." It may be well to point out that the miners deny that there has been a "strike," and ascribe the stoppage to a "lock-out" by the coal-owners.

PHOTOGRAPH BY L.H.



"MR. SPEAKER," more than any other public official, upholds the saying that "the individual passes but the type remains." The closing days of the present week see the retirement, amid universal regret, of a First Commoner who has sustained for sixteen years with increasing credit the burden of a duty second to none in honour and difficulty. In Mr. Lowther seem to be gathered up all the virtues of a tradition formulated by age-long practice. The Chair of the Mother of Parliaments can be filled only by a man of specialised training, talents, and abilities. Personalities must vary, but the Speaker, *qua* Speaker, conforms to a well-defined ideal of which few First Commoners have fallen short. That the right man is so often found is only another tribute to the collective wisdom and acumen of the House, and to its power of interpreting and transmitting its principles from generation to generation.

To give another turn to Bacon's overworked words, Mr. Speaker must be at once a full man, a ready man, and an exact man; "he had need have a great memory," and although he certainly does not "conferre little," none the less "he had need have a present wit." In his case, these qualities cannot be rigidly referred to Verulam's assigned sources, each to each, in separate compartments. It may be taken that he neglects none of the means, yet he may derive his Parliamentary virtues mostly from one, and that Conference alone. There he has before him the open book of Man, and of History in the Making, and hourly he listens to Logick and Rhetorick (good and less good) in practice. Although, as Moderator, he sits outside debate, yet on occasion he also must be "Able to Contend." Thence, too, he may draw his power to be Witty, reinforced, doubtless, by his private studies in the Poets and the Schoole-men. What these may be does not precisely appear, but he proves himself, at need, a nice judge of language and of the values of words, with a subtlety, at times, that can hardly be engendered by the Mathematicks. It was pure Philology, a science scarce arrived even at swaddling-bands in Bacon's day, that gave Mr. Lowther the cue for his famous ruling on the questionable epithet "impertinent," as applied to an Honourable Member's remarks. "Doubtless," said Mr. Speaker, "the term implied that the Honourable Member's words were not pertinent to the question before the House." This was at once admitted frankly, and a threatening incident closed in laughter.

While upholding precedent with a jealous arm, Mr. Speaker must be quick to respond to the sense of the House in times of crisis, and to act as it directs in vindication of principle. At that, we may take it, we have long arrived. But there was a day when Mr. Speaker Finch, a courtier (type now extinct), refused to put the question when ordered by the House, and "at last took to weeping," which watery precedent of his own he followed once more on the second day of Remonstrance, and even made to leave the Chair. But young Mr. Denzil Holles, the Earl of Clare's second son, with kindred remonstrant spirits, held Mr. Speaker Finch down until it should please the House to rise, in fact, until the House

had finished its business. Certain scandalised reactionaries were found to cry, "Let Mr. Speaker go!" but the House locked its doors even in the face of the King's Usher, and, the Speaker being in the Chair, no matter how, but *there*, Parliament dealt Absolutism three shrewd strokes.

Thirteen years later the Chair was again in question, this time rather differently. In 1629 it had been Monarchical by deputy and Parliamentary only by force. In 1642 (Jan. 4) it was out-and-out Parliamentary, respectful outwardly to intrusive Majesty, even to bended knees, but not otherwise pliant. Very much the opposite, as the royal would-be player at Spoil-Five found. Charles could not have damaged

the Banqueting House and its scaffold. For all that Mr. Speaker Lenthall may, in effect, be taken to have started Charles on his ill-fated last stage, he was no bigoted contemner of Kingship. His kneeling showed that. In 1651, on a day not recorded, at Lenthall's house in Chancery Lane, was held that Conference where Cromwell and others discussed inconclusively the form of Settlement. Mr. Lenthall thinks "It will breed a strange confusion to settle a Government of this Nation without something of Monarchy." He was conservative, too, over Chancery Reform in 1655, the Protector's Ordinance in Council, an entirely un-Parliamentary measure, but Oliver brought him to heel as a King could not do. It is rather a pity for the former Speaker's fame that obedience in this case saved him

his present salary as Master of the Rolls, for he had talked loudly at first of hanging for his convictions. He ends as one of Cromwell's Lords in that list which Carlyle finds "so far as we can read it, very unexceptionable, practical, substantial." Had the First Commoner stood, instead of kneeling, when he enunciated a Speaker's duty before Monarchy, had the Chancery and Rolls affair issued otherwise, he might not have been nicknamed Old Sly-face Lenthall by the Arch-giver of Nick-names. Certainly he spoiled his chance. His performance, not without merits, was not first-class. Later Speakers have accustomed us to expect only first-rate exhibitions. And they have succeeded to a marvel, the more marvellous that their efforts must be made on the spur of the moment. On the point of order the Speaker exalts the majesty of the spoken word to supreme power. In Continental Senates they ring bells and even break them, in vain. This is one of the things we manage better in England.

The origin of the Speaker's office cannot be dated exactly, wherein it resembles Mrs. Bardell's fateful bill. "There is no date, gentlemen, but I am instructed to say" that early in the history of Parliament, when the Commons went apart to discuss their own affairs, they used to appoint one of their own number as president who acted as Speaker in communicating the opinions of the Third Estate to the Lords. To-day the Speaker is chosen at the opening of every new Parliament, and attends at the Bar of the House of Lords to receive the approval of the Crown,

delivered by the Lord Chancellor in a set form of words. In the Speaker's procession from House to House he is attended, among others, by his Secretary, whose office before the reforms of 1833 was peculiarly rich in "pickings." In those bad old days the Secretary had fees on Election Petitions and, as Mr. Orlo Williams notes, "on every conceivable proceeding of Parliament." He could also, while Parliament was sitting, receive free of charge all letters and packages sent to him under cover addressed to the Speaker, who would kindly frank his letters as well. Now, Secretary and Speaker alike are the helpless victims of a twopenny post. It is hard to understand why the penny post was not as inviolable as *habeas corpus* and trial by jury. We thought so once, but how tamely we let it go! May it be restored early in Mr. Speaker Whitley's reign!

J. D. S.



BUILT IN MEMORY OF 655 OLD CHELTONIANS WHO FELL IN THE WAR: THE NEWLY DEDICATED MEMORIAL CLOISTERS AT CHELTENHAM COLLEGE.

The War Memorial Cloisters at Cheltenham College were dedicated on April 3, by the Dean of Hereford, the Very Rev. R. Waterfield, Principal of the College from 1899 to 1919. The architect was Mr. L. W. Barnard, F.R.I.B.A., of Cheltenham. The stone below the window was laid by Lord Lee of Fareham, now First Lord of the Admiralty, "in memory of more than 650 Old Cheltonians who gave their lives in the Great War." The windows commemorate two officers.—[Photograph by Debenhams, Longman and Co.]

his case better than by his opening words: "Mr. Speaker, I must for a time borrow your Chair!" He had to content himself with standing on the step and demanding the Five Members, while Mr. Speaker Lenthall, albeit kneeling, taught him the privileges of Parliament in a condensed statement of the Speaker's duty, as that officer understood it: "I have neither eyes to see nor tongue to speak in this place, but as this House is pleased to direct me." Nothing, except the supple knee, of Mr. Finch about William Lenthall, Esq., Member for Woodstock. Not, mark you, as the King (who directed Mr. Speaker Finch, understood) directs me, but *as this House directs me*. So the poor King, still untaught, turns away beaten and sullen, and the first step he took away from that Chair he could not borrow or learn to respect; began the last stage of the journey to

INCLUDING THE NEW VICEROY OF IRELAND: MINISTERIAL CHANGES.

PHOTOGRAPHS BY RUSSELL, VANDUK, LAFAYETTE, ELLIOTT AND FREY, MENDOZA, SWAINE, AND BRRESFORD.



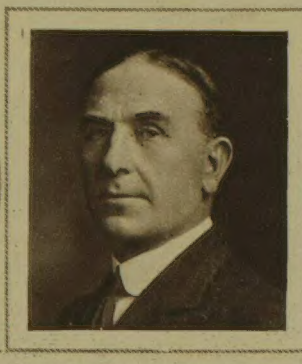
DR. CHRISTOPHER ADDISON.
Minister without Portfolio.
(Ex-Minister of Health.)



CAPT. F. E. GUEST, C.B.E.
Secretary of State for Air. (Ex-Patronage Sec. to Treasury.)



LT.-COL. L. C. M. S. AMERY.
Parl. and Financial Sec. to Admiralty. (Ex-Under Sec. Colonies.)



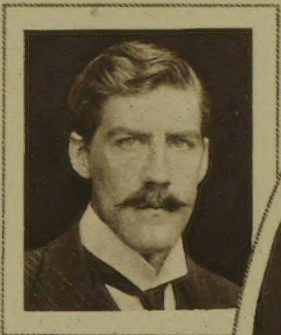
SIR R. S. HORNE, G.B.E.
Chancellor of the Exchequer.
(Ex-President Board of Trade.)



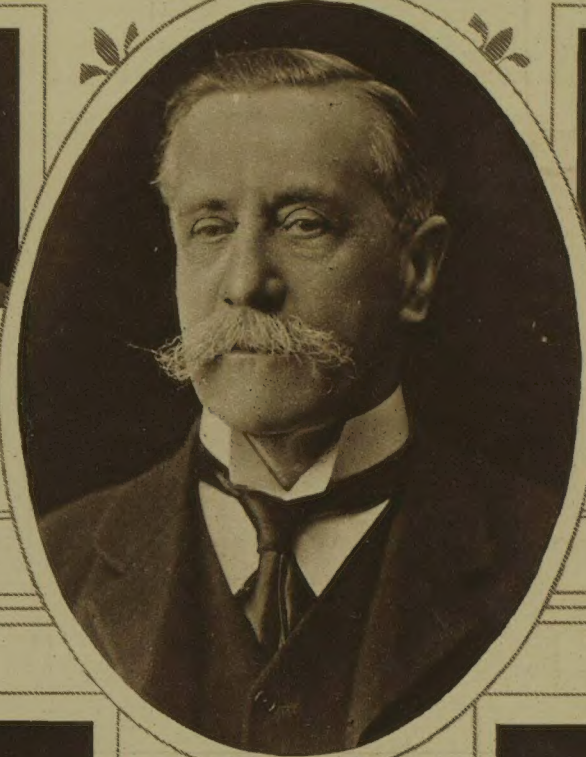
MR. STANLEY BALDWIN.
President of the Board of Trade.
(Ex-Financial Sec. to Treasury.)



MR. CHARLES A. MCCURDY, K.C.
Joint Parl. Sec. to the Treasury.
(Former Minister of Food.)



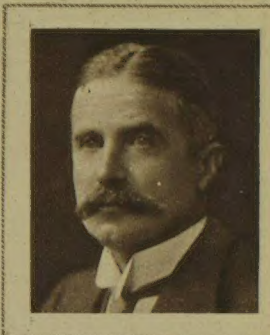
THE EARL OF CRAWFORD AND BALCARRES.
First Commissioner of Works. (Ex-Chancellor Duchy of Lancaster.)



LORD EDMUND TALBOT.
First Viceroy of Ireland under the Better Government of Ireland Act.



MR. F. G. KELLA-WAY.
Postmaster-General. (Ex-Parl. Under Secretary for Foreign Affairs.)



VISCOUNT PEEL, G.B.E.
Chancellor of the Duchy of Lancaster. (Ex-Under Secretary for War.)



SIR P. LLOYD-GREAME.
Director of Overseas Trade Dept. (Ex-Parl. Sec. to Board of Trade.)



SIR ALFRED MOND, Bt.
Minister of Health. (Ex-First Commissioner of Works.)



COMMANDER B. M. EYRES-MONSELL.
Civil Lord of the Admiralty. (Ex-Unionist W. P.)



LT.-COL. SIR R. A. SANDERS.
Under Secretary for War. (Ex-Unionist Whip.)



LT.-COL. LESLIE WILSON.
Joint Parl. Sec. to Treasury. (Ex-Parl. Sec. to Ministry of Shipping.)



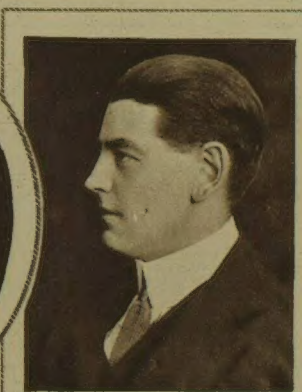
LT.-COL. SIR J. GILMOUR.
Junior Lord of the Treasury. (Ex-Unionist Whip.)



MAJ. THE HON. E. F. L. WOOD.
Under Sec. for the Colonies. (M.P. for Ripon Div., W. Riding—U.)



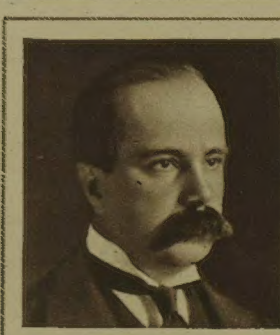
COL. GEORGE GIBBS.
Treasurer to the Household. (Ex-Assistant Unionist Whip.)



SIR W. MITCHELL-THOMSON.
Parl. Sec. to Board of Trade. (Ex-Parl. Sec. to Ministry of Food.)



THE HON. G. F. STANLEY.
Financial Sec. to War Office. (Ex-Unionist Whip.)



MR. JAMES F. HOPE.
Chairman of Committees. (Ex-Financial Sec., Munitions.)



LT.-COM. E. H. YOUNG.
Financial Sec. to Treasury. (Lost an arm in the Zeebrugge Raid.)

Mr. Illingworth has retired from the Postmaster-Generalship on the ground of ill-health, and Sir Archibald Williamson has retired from the Financial Secretaryship to the War Office, in order to return to his business. By far the most significant and important appointment is that of Lord Edmund Talbot to be Lord-Lieutenant of Ireland in succession to Field-Marshal Viscount French. Lord Edmund, the first Roman Catholic to become Viceroy of Ireland, will be the

first Viceroy under the Better Government of Ireland Act, 1920, which comes into force on April 19, and is known more commonly as the Home Rule Act. It will be his duty to summon the two Parliaments—of Northern and Southern Ireland. He is the leading lay Roman Catholic in the United Kingdom, only brother of the late Duke of Norfolk, and Deputy Earl-Marshal of England, acting for the present Duke, who was born in May 1908.

AT HOME AND ABROAD: SPORT; R.A.F. CHIEFS IN EGYPT; SINN FEIN.

PHOTOGRAPHS BY PHOTOTHEK (BERLIN), L.B., AND CENTRAL PRESS.



WHERE THE WHOLE "FIELD" IN A RECENT STEEPLECHASE WAS DISQUALIFIED: THE KARLSHORST RACE MEETING NEAR BERLIN.

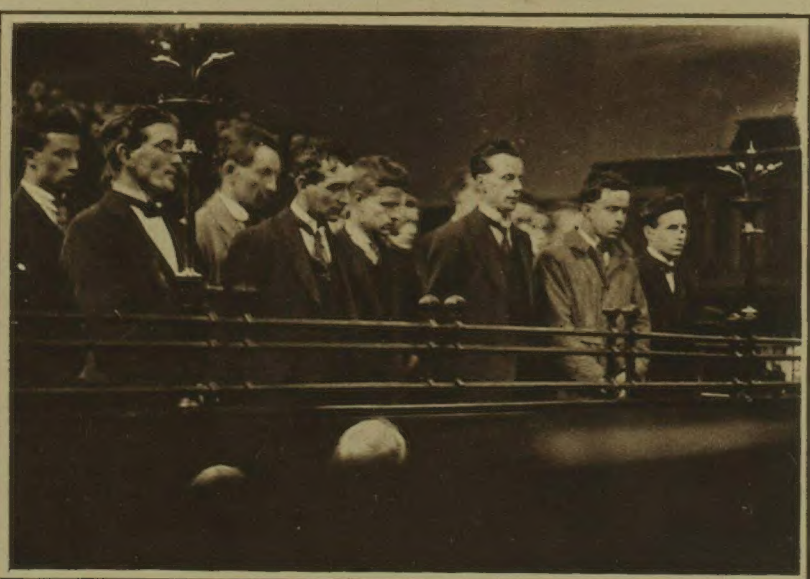
PROSPEROUS BERLIN GOES RACING, WHILE BRITISH MEETINGS ARE STOPPED BY COAL DISPUTES: A WELL-DRESSED CROWD AT KARLSHORST.



AN ENGLISH COUNTERPART OF MONTE CARLO'S DISCREDITABLE "SPORT": A PIGEON-SHOOTING MATCH AT CHATHAM—A MARKSMAN TAKING HIS SHOT AT A BIRD RELEASED FROM A TRAP.



AIR MARSHAL SIR HUGH TRENCHARD'S FIRST VISIT TO THE ABOUKIR DEPOT: A GROUP OF R.A.F. CHIEFS IN EGYPT.



SINN FEINERS ARRESTED AT AN IRISH CLUB IN MANCHESTER: SIXTEEN PRISONERS IN THE DOCK AT THE CITY POLICE COURT.

While British race-meetings have been stopped owing to the coal crisis, Berlin indulges in the joys of the Turf unchecked, and the size and appearance of the crowd hardly suggests the poverty of a conquered nation. At the Berlin steeplechases at Karlshorst on April 3, the entire field in one race—the Fredersdorf Stakes—was disqualified for "exceeding the time," and the Race Committee decided to punish all the jockeys for pulling their horses. There was an angry demonstration by disappointed backers after the race.—A pigeon-shooting competition said to be organised by the Abbey Wood Gun Club took place on the Chatham Football Club's ground on March 31. Thirty dozen pigeons, with their tail feathers clipped, were brought down from London packed in baskets, and only about thirty got clear away. The ground was arranged on Monte Carlo lines, with five traps a few yards apart, forming the arc of a circle at a maximum distance of 31 yards (minimum 21 yards) from the shooting point.

As each marksman raised his gun and called "Ready," one trap (nobody could tell which) was opened by a wire, and the bird rose. The traps were soon surrounded with feathers like snow. The company numbered about fifty, including fifteen competitors and numerous bookmakers.—In the group taken at the R.A.F. Aircraft Depot at Aboukir, near Alexandria, on March 9, the five officers in front are (from left to right): Group-Captain B. C. H. Drew, Wing-Commander N. Goldsmith, Air Commodore O. Swann, Air Marshal Sir Hugh Trenchard, and Air Vice-Marshal Sir William Salmond. The two latter were with Mr. Churchill in Egypt. Sir Hugh Trenchard has been appointed Principal Air A.D.C. to the King.—On April 2, the Manchester police raided the Irish Club in Erskine Street, Hulme. One Sinn Feiner was killed and several policemen were wounded by revolver fire. Sixteen of the prisoners arrested were brought before the City Magistrates on April 4.

DANCES OR "A PIGEON-KILLING ORGY": MONTE CARLO ALTERNATIVES.

PHOTOGRAPHS SUPPLIED BY C.N., TRAMPUS, NAVELLO, AND SPORT AND GENERAL.



A BETTER USE FOR THE PIGEON-SHOOTING GROUND AT MONTE CARLO: Mlle. JEANNE RONSAY'S PUPILS DANCING THERE.



DRAWING CROWDS TO THE TERRACE, WHICH WAS AT ITS EMPTIEST DURING THE SHOOTING: CLASSIC REVELS ON THE PIGEON GROUND.



WHERE THE PIGEON-TRAPS HAVE NOW BEEN COVERED WITH FLOWER-BEDS: ENGLISH GIRLS PLAYING BASKET-BALL ON THE SHOOTING GROUND.



SHOWING SOME PIGEON-TRAPS (IN THE LEFT BACKGROUND): BALLET EXERCISES PRESENTED BY FEMINA SPORT DE PARIS.



"WHEN THE PIGEON-KILLING ORGY WAS RAGING": THE SO-CALLED "SPORT" AT MONTE CARLO DENOUNCED BY SIR FREDERICK TREVES, THE DUKE OF WESTMINSTER, THE PRINCE OF MONACO, AND OTHERS.

Pigeon-shooting, as practised at Monte Carlo, and at certain places in this country, such as Chatham and Perivale (near Ealing), has aroused a growing chorus of denunciation. The matter was raised by Sir Frederick Treves, the famous surgeon, in his recent book about the Riviera, and among the many prominent people who have supported his protest are the Prince of Monaco and the Duke of Westminster. In a letter to the "Times," which has led a campaign on the subject, Sir Frederick Treves wrote from Monte Carlo on April 2:—"If the Administration wish to attract people to Monte Carlo they would do well to

take to heart the lesson of the last few days. The degrading display of trick shooting at helpless birds has ended for the season. The traps have been covered with flower beds and the ground given up to a display of athletics by companies of women. In the place of dead and dying pigeons have been witnessed classic dances on a green lawn with a background of blue sea. When the pigeon-killing orgy was raging the Terrace was at its emptiest; while, on the other hand, the games and dances have attracted the largest crowds seen on the 'Front' this year." We illustrated the pigeon-shooting on March 12.

FROM FAR AND NEAR: OCCASIONS OF NOTABLE INTEREST.

PHOTOGRAPHS BY RUSSELL, VIZZAVONA, MENDOZA GALLERIES, AND TOPICAL.



THE HUDSON BAY DOG DERBY—A 200-MILE NON-STOP RACE:
THE WINNING TEAM OF "HUSKIES."



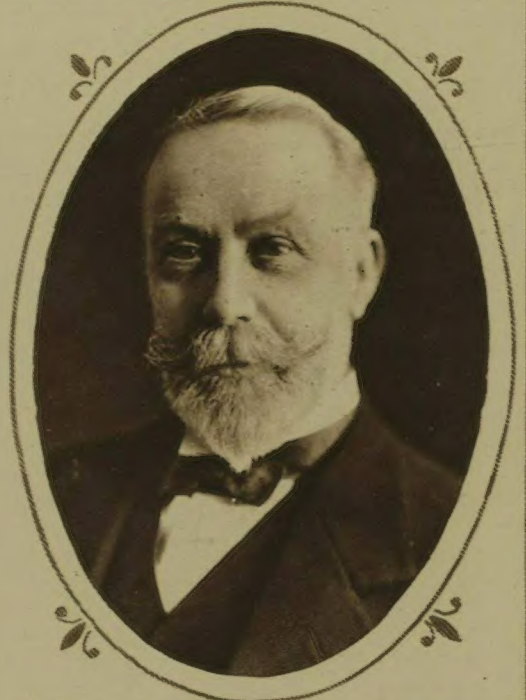
WITH HIS LEAD DOG: WINTERTON, THE DRIVER OF THE WINNING
TEAM IN THE HUDSON BAY DOG DERBY.



THE PROSPECTIVE NEW SPEAKER: MR. J. H.
WHITLEY, M.P., DEPUTY SPEAKER SINCE 1911.



THE DEATH OF A WELL-KNOWN FRENCH
PAINTER: THE LATE M. GABRIEL NICOLET.



RETIRING FROM THE SPEAKERSHIP AFTER
FIFTEEN YEARS: MR. J. W. LOWTHER, M.P.



RECENTLY TRYING TO REGAIN HIS THRONE IN HUNGARY:
THE EX-EMPEROR KARL OF AUSTRIA, WITH HIS FAMILY.



THE NEW RÉGIME IN EGYPT: THE PRIME MINISTER,
ADLY YEGHEN PASHA (CENTRE) AND HIS CABINET.

The Hudson Bay "Dog Derby," a non-stop race of 200 miles, from the Pas, Manitoba, to the Flin Flon Mine and back, was won by Morgan's team, driven by Winterton. The time was 33½ hours.—It was stated recently that Mr. J. H. Whitley, M.P., of Whitley Council fame, had provisionally accepted the post of Speaker, from which Mr James W. Lowther is retiring after fifteen years. Mr. Whitley, has represented Halifax since 1900, and was for a time Liberal Whip. He became Chairman of Ways and Means and Deputy Speaker in 1911.—M. Gabriel Nicolet, the well-known French artist, died on Good Friday at Villefranche, aged 64. His work is familiar to our readers: the picture, "Day-Dreams," seen in the above photograph, was given as a presentation plate.

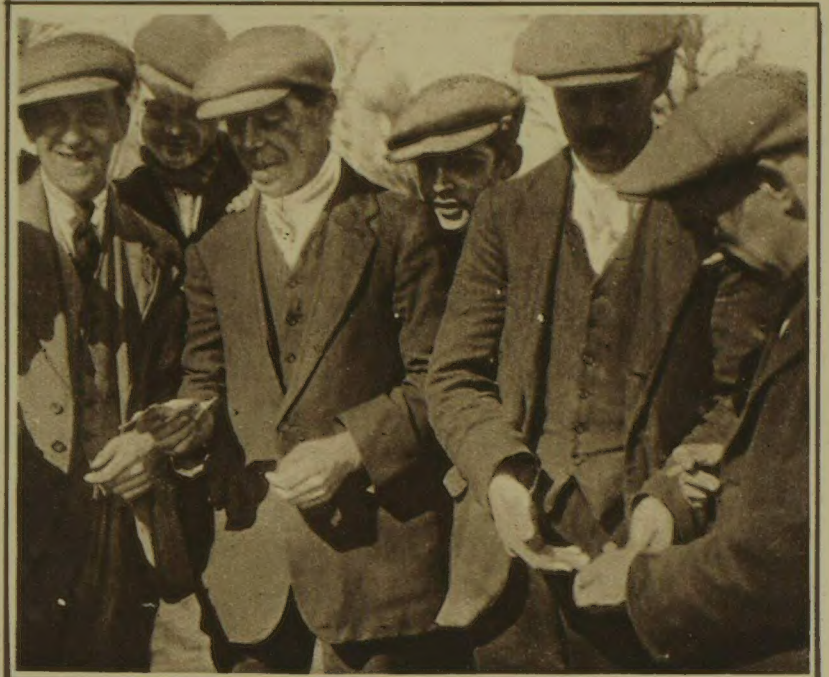
with our Christmas number.—The photograph of the ex-Emperor Karl's family shows (from left to right) the ex-Crown Prince Otto, Archduke Charles Louis, Empress Zita, Archduke Felix, Archduchess Adelaide, the ex-Emperor, Archduke Rodolph and Archduke Robert. A seventh child (a girl) was born on March 2 last.—In the Egyptian Cabinet group, the figures are (from left to right) Abdel Fattah Yehia Pasha (Minister of Justice), Midhat Yeghen Pasha (Wakfs, i.e. Pious Foundations), Ahmed Ziwari Pasha (Communications), Hussein Rushdi Pasha (Vice-President of Council, without portfolio), Adly Yeghen Pasha (Premier, without portfolio), Gaafar Waly Pasha (Instruction), Abdel Khalek Sarwat Pasha (Interior), Neguib Ghali Pasha (Agriculture), and Ismail Sidky Pasha (Finance).

THE COAL DISPUTE: PITHEAD INCIDENTS; THE TRIPLE ALLIANCE.

PHOTOGRAPHS BY PHOTO. ILLUS. CO., RENNISON, PHOTOPRESS, AND I.R.



WHERE MOTOR-BICYCLES SEEM TO ABOUND: A MASS MEETING OF MINERS AT THE PIT-HEAD, CANNOCK CHASE.



THE FINANCIAL SIDE OF A STOPPAGE IN THE COAL-FIELDS: YOUNG NORTHUMBERLAND MINERS SHARING OUT.



WORKING THE PUMPS AT THE LILLIESHALL MINES, IN SHROPSHIRE: A VOLUNTEER "SAFETY MAN."



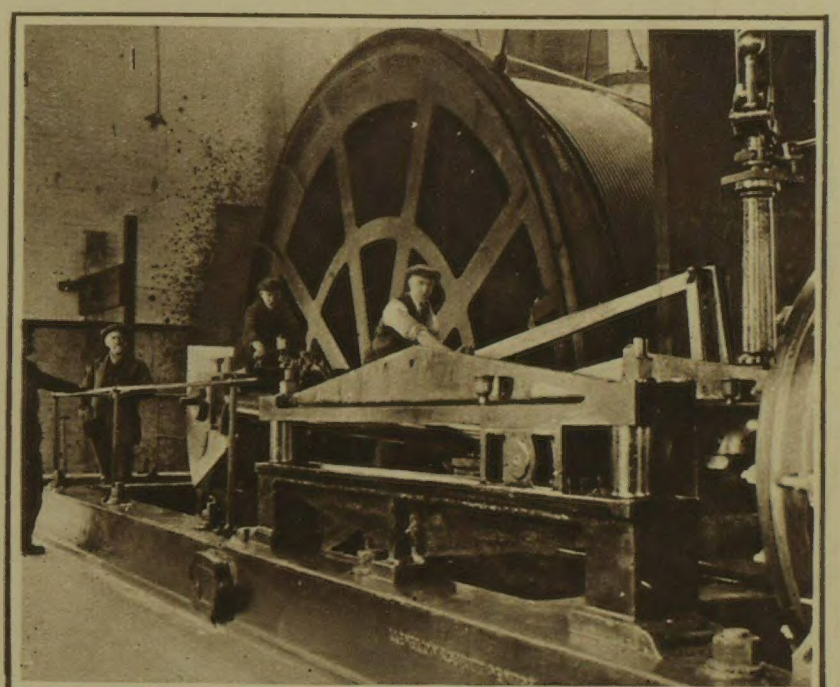
GUARDIANS OF THE LAW: STAFFORDSHIRE POLICE AT THE PIT-HEAD, CANNOCK CHASE.



A TRIPLE ALLIANCE LEADER: MR. BOB WILLIAMS, SECRETARY OF THE TRANSPORT WORKERS' UNION.



CLERKS AND SURVEYORS KEEPING THE PUMPS GOING: VOLUNTEER STOKERS AT BARNSELY MAIN COLLIERY, YORKSHIRE.



SHOWING THE HUGE WHEEL FOR HAULING UP THE CAGES: KEEPING THE WINDING MACHINERY IN ORDER.

When the stoppage occurred in the coal-fields, and for the first time the Miners' Federation instructed the pumpmen and enginemen to cease work along with the rest, many volunteers set to work on the vital task of keeping the pumps going in the mines to prevent floods. Among them were mine officials and members of the clerical and surveying staffs. The attitude of the miners towards these emergency "safety men" differed in various localities. The situation was most difficult in South Wales, while in some other coal-fields no objection was at first raised to the work being carried on. The important question whether

the other two parties to the "Triple Alliance" of Labour—the Railwaymen and the Transport Workers—should support the miners by coming out, was fixed for discussion by the Transport Workers' Federation on April 5, and the Railwaymen's National Conference on the 6th. The miners form more than half the total membership of the Triple Alliance, and the Railwaymen the majority of the remainder. The Associated Society of Locomotive Enginemen and Firemen, who do not belong to the Alliance, declared their neutrality. On April 4 an Order in Council authorised the Executive to protect the community under the Emergency Powers Act, 1920.

BOOKS OF THE DAY

By E. B. OSBORN.

THERE is nothing among the books that do not grow by moonlight (like the olive trees), but are made to sell, quite so dull and exasperating as the average guide-book. "For a guide-book," observes Mr. Hilaire Belloc in a delightful essay entitled "On Getting Respected in Inns," "will always tell you what are the principal and most vulgar sights of a town; what mountains are most difficult to climb, and, invariably, the exact distances between one place and another. But these things do not serve the End of Man. The end of man is Happiness, and how much happier are you with such a knowledge?" Now, there are some Guide-Books which do make little excursions now and then into the important things, which tell you (for instance) what kind of cooking you will find in what places, what kind of wine in countries where this beverage is publicly known, and even a few, more daring than the rest, will give a hint or two upon hiring mules, and upon the way that a bargain should be conducted, or how to fight." In "KIPLING'S SUSSEX" (Simpkin, Marshall; 12s. 6d. net), by R. Thurston Hopkins, we have one of the rare kind of Guide-Book, based on intimate personal knowledge and illustrated not only by ordinary pictures, but also by well-chosen excerpts from the works of the greatest lover of Sussex living to-day. From Burwash, the poet's home, the reader is personally conducted, first to the Weald and Marsh, and then to the Downs, concerning which Mr. Kipling says and sings—

I'm just in love with all these three,
The Weald and Marsh and the Down
countrie;
Nor I don't know which I love the
most,
The Weald or the Marsh or the white
chalk coast.

In "Puck of Pook's Hill," which is one of the dozen books I—a lover of Sussex for many a long year—keep in a shelf at the head of my camp-bed and take with me on holidays, Mr. Kipling has surely proved himself the chief of Sussex poets. He has found in the boon soil of Burwash a cure for the anxious restlessness of the Englishman errant—

Take of English earth as much
As either hand may rightly clutch

Lay that earth upon thy heart,
And thy sickness shall depart.

He not only has by heart and at heart the memories of the soil into which he has transplanted himself—Sussex is perhaps the only county in which the continuity of English history is unbroken—but he has also become possessed of the very spirit of the land, so that he feels what a certain king felt about Oxford, when he said that everything old there seemed new, and everything new seemed old. Happily it is not necessary to be born in the county to become a Sussex poet. Indeed, it is better to be born elsewhere, for William Collins and Shelley and other famous writers of Sussex origin have never been inspired by the tender beauty and ancient amenities of their birthplace, whereas poet lovers blown in by the four winds,

yet reasoned courtesy, and that sentiment for Nature which opens up for them vistas of quiet happiness undreamed of even by Wordsworth. "Were it not that his curiosity is universal," writes M. Anatole France of this interpreter of the mystical East, "and that he is possessed by a need to see and comprehend everything, he would, like Lafcadio Hearn, have adopted a Japanese life and passed the remainder of his days in a joint appreciation, with this people so dedicated to the love of landscape, of the festivals of the first snow and the bursting of the cherry trees into flower." As it is, he is yet another link, he and his priceless book, between Orient and Occident, destined before long to be united in a common sympathy with all that is deeply lovable in the life of mankind. Particularly charming are his chapters on the *haikai* or seventeen-syllable lyric epigram, that tiny master-key that unlocks the Japanese heart. The cult of the *haikai* goes back as far as the fifteenth century, and even the earliest essays in a swift impression of things seen and suggested, such as the dreamily immobile white heron of Sokan (1465-1554)—

Save for his thin voice
The motionless heron
Is but a drift of snow,

would have charmed the soul of Jules Renard or have set the absinthe-minded Verlaine (the nearest of all the Symbolists to the spirit of Japanese poetry, which is apt to be sheer suggestion) thinking out terser and tenser forms. Here is a tiny seascape which seems to me inimitable—

What commotion!
Under the sudden shower
The sails swing towards us and away!

And this little lyric cry comes from the heart's core of Japan when it expresses the grave and perpetual

thought of death, as in the two following epigrams—

Death against the heart,
Nothing announces it
In the grasshopper's song.

The summer's green!
All that remains
Of the dreams of dead warriors.

There is something vulgar (as Mr. Bernard Shaw testifies through the life of one of his characters) in the incessant quest for personal happiness, and the



THE FIRST WHITE WOMAN TO VISIT THE OASES OF KUFRA, THE HEADQUARTERS OF THE SENUSSI: MRS. ROSITA FORBES—TAKING A MEAL IN THE DESERT.

Mrs. Rosita Forbes recently made a remarkable journey from Benghazi into the heart of the Libyan desert to the oases of Kufra, the Senussi headquarters, and thence by a new route to Egypt. Though carrying credentials from the head of the Senussi, Sidi Idriss, whom she met at Benghazi, she was frequently in danger, both from murder by hostile fanatics and from starvation. Only one or two Europeans had previously been to Kufra. She went by the name of Sitt Khadija, as a Moslem woman, half-English and half-Egyptian, "travelling for the good of Islam."—(Photograph supplied by Central Press.)

such as Swinburne and Tennyson, have given us undying pictures of the fair land of the indigestible South Saxons: who does not remember, for example, the Tennysonian picture of—

Green Sussex fading into blue
With one gray glimpse of sea?

Herein Sussex strongly differs, perhaps because it is so truly an epitome of the essential England, from Lancashire and Cornwall, the other counties I know and love best of all.

Two other guide-books are worthy to come into a comparison with this gallery of Sussex pictures seen through a poet's eyes. One is "ENGLAND'S OUTPOST" (Robert Scott; 10s. 6d. net), by A. G. Bradley, which tells us the story of the Kentish Cinque Ports. History is living, breathing reality in Mr. Bradley's picturesque pages, and, open where you will, there is something to arrest the attention and touch the imagination. As when we are shown, in two sentences, about the little traditional, square-rigged vessels of this old *Litus Saxonicum* (the Romans kept a fighting admiral there), that the mediæval sea-fight was just a land-fight transferred to an inconvenient element. "The titles of the chief officers suggest a country village rather than a ship of war. For the master and boatswain were known as 'Rector' and 'Constable,' while the old boy (at the beck and call of the crew of twenty or thirty men) was registered as a 'groom.'" The other humane guide-book is "A NEW BOOK ABOUT LONDON" (Allen and Unwin; 10s. 6d. net), by Leopold Wagner, which avoids the conventional quotation and tenth-hand trite reference and could almost be defined as an epic of inns and chop-houses.

For a guide-book to the life and spirit of Japan there is nothing more inspiring than "JAPANESE IMPRESSIONS" (John Lane; 7s. 6d. net), translated from the French of Dr. Paul-Louis Couchoud by Francis Rumsey and provided with a Preface by M. Anatole France. Dr. Couchoud has lived long in the Island Empire and fallen deeply in love with the still passion of its people for beauty, the exquisite Epicureanism which has created the Geisha as a living work of art, their Buddhist tenderness for flowers and animals, their frank



DISGUISED FOR A MIDNIGHT FLIGHT FROM JEDABIA. TO AVOID A PLOT AGAINST HER LIFE: MRS. ROSITA FORBES DRESSED AS A BEDOUIN SHEIKH.

Photograph supplied by Central Press.

Japanese soul rejects it as vain, knowing so well that an inspired and delicate pain, a creative melancholy, is the best life can offer us mortals.



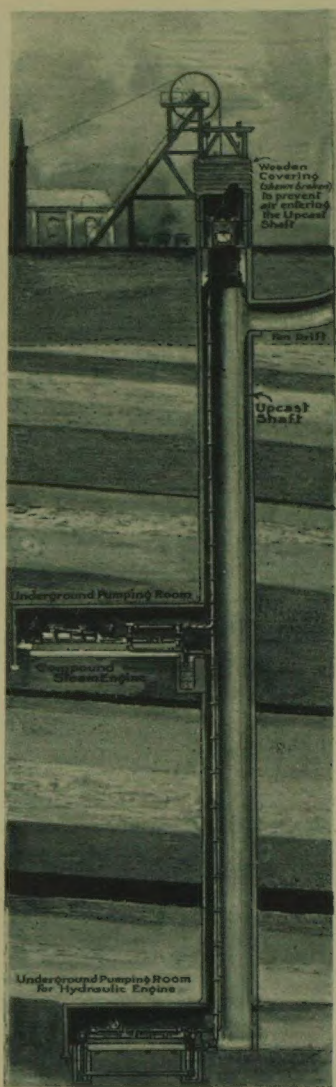
"TRAVELLING FOR THE GOOD OF ISLAM," AS STATED IN HER SENUSSI PASSPORT: MRS. ROSITA FORBES ON A BAGGAGE CAMEL WHICH CARRIED HER NEARLY 1100 MILES.

Photograph supplied by Central Press.

and so in these latter days he is no more vexed, I doubt not, by that nostalgia of the East which none who have ever lived in India can quite escape.

FIGHTING FLOODS IN MINES: AVERTING A COAL-STRIKE PERIL.

DRAWINGS BY W. B. ROBINSON AND BRYAN DE GRINEAU.



UNDERGROUND PUMPING STATIONS: ONE TYPE OF MACHINERY.



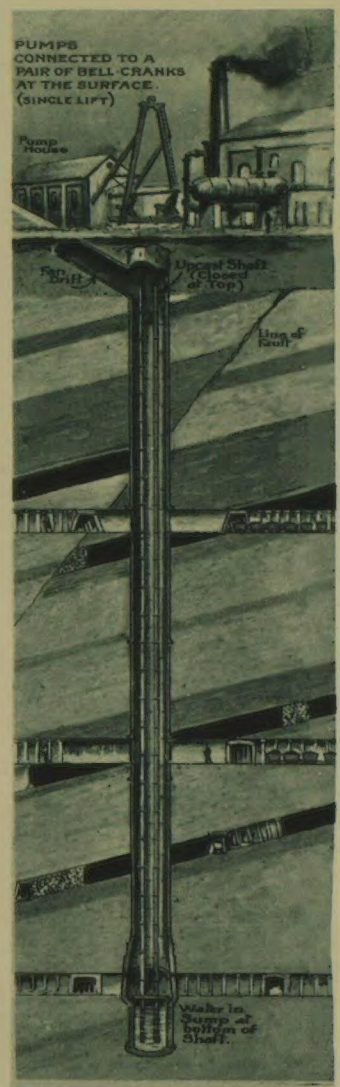
UNDER A NAVAL OFFICER: PUMPING WATER FROM A PIT.

WITHOUT the Navy during the South Yorkshire strike in 1919 (when the drawings were made), the mines there would have been reduced to a disastrous condition of flooding. For every ton of coal extracted from a mine, some 18 tons of water are drawn up by the pumps, so it is easy to imagine the effect of even a short stoppage. The mine officials, being too few, were utterly unable to cope with the emergency. The situation was saved by the arrival of some 350 men of the Navy.

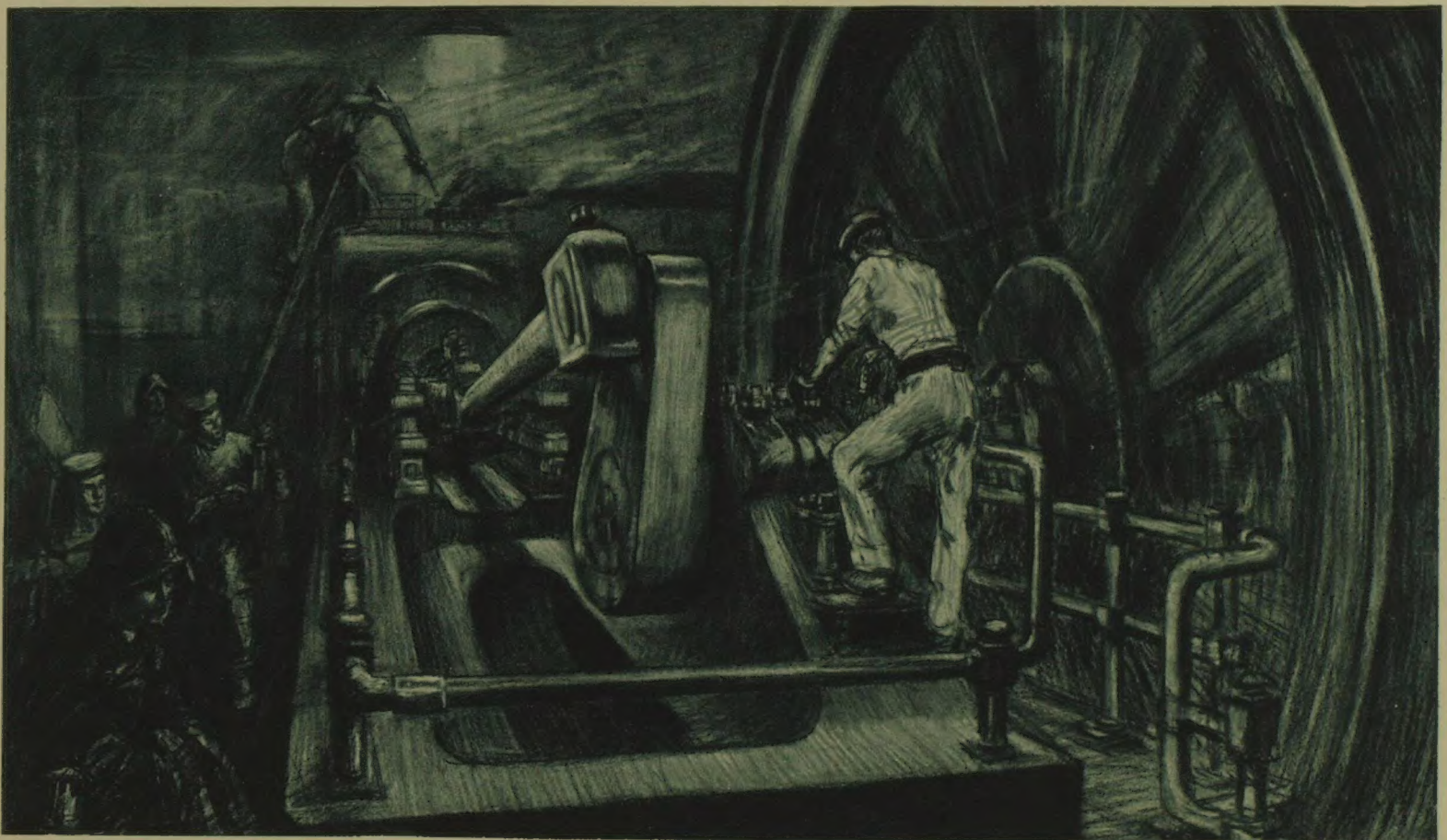
SOME of the strata forming the earth's crust are porous, and some impervious. The volume of water held by the former may be large, and if these be pierced and broken by shafts and coal-workings, rain may find its way into a mine very rapidly. Pumps used in mines are of many different kinds. There may be Bucket or Lift Pumps, Plunger or Force Pumps, or Piston Pumps. The pumps, again, may be driven in various ways, either by means of steam, electricity, compressed air, or hydraulic pressure.



IN A BOILER HOUSE IN 1919: A NAVAL SHIFT OFF DUTY.



PUMPS CONNECTED TO TWO BELL-CRANKS AT THE SURFACE.



HOW THE NAVY SAVED A YORKSHIRE COAL-MINE FROM BEING FLOODED DURING THE STRIKE OF 1919: BLUEJACKETS RE-STARTING THE ENGINES THAT WORK THE PUMPS AT TRENCH PIT, GARFORTH COLLIERY.

One of the most serious effects of a coal strike, when it extends to the men who work the pumping machinery in the mines, is the peril of floods. Unless the pumps are kept constantly at work, water accumulates in the workings very rapidly, and even a short stoppage may soon do a great deal of damage. The cessation of pumping for any length of time means disaster. When the recent strike was declared, it was stated that some associations of enginemen decided to

remain at work, for the safety of the mines, in defiance of the general instructions from the leaders. There was a suggestion that the Navy might again be called in to help with the pumps, as during the partial strike in South Yorkshire in 1919. On the other hand, some thought that, in the event of a general strike, it would hardly be possible to provide such assistance in hundreds of pits all over the country.—[Drawings Copyrighted in the United States and Canada.]

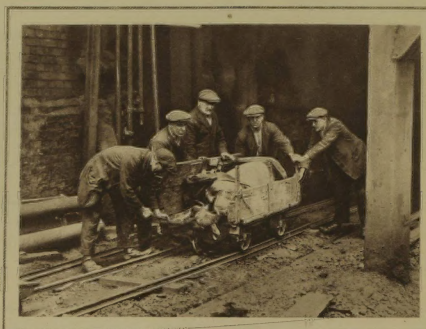
THE FIRST COAL "STRIKE" INVOLVING "SAFETY MEN": STRIKERS'; PIT SCENES; AND THE FEDERATION'S "BIG FOUR."

PHOTOGRAPHS BY TOPICAL, CENTRAL

PRESS, BARRATT, AND SWAINE.



"STRIKE" PROPAGANDA IN LANCASHIRE: AN AGITATOR SPEAKING TO A GROUP OF MINERS AT A STREET CORNER IN WIGAN.



TIED IN A TRUCK AND HAULED UP 900 FEET: A PIT PONY BROUGHT TO THE SURFACE AT PEMBERTON COLLIERY, NEAR WIGAN.



WHEN ALL HANDS "STRUCK," AND OFFICIALS AND STUDENTS CARRIED ON: VOLUNTEER STOKERS AT THE GARFORTH PIT, NEAR LEEDS.



"WAGES . . . FOR APRIL 1921 WILL BE 110 PER CENT. ABOVE THE 1911 STANDARD": PUTTING UP A NOTICE AT CLIFTON COLLIERY, NOTTINGHAM.



TREASURER OF THE MINERS' FEDERATION:
MR. JAMES ROBSON.



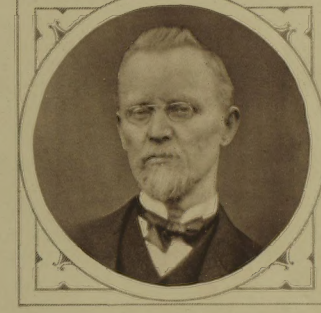
ACTING PRESIDENT OF THE MINERS' FEDERATION:
MR. HERBERT SMITH.



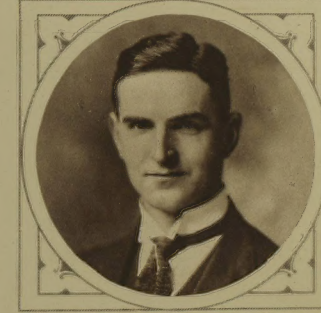
LANCASHIRE MINERS ON "STRIKE" AND DISCUSSING THE SITUATION ABOVE GROUND:
THE STOPPAGE OF



GROUPS OF "STRIKERS" STANDING IDLE IN THE MARKET PLACE AT WIGAN AFTER
WORK HAD BEGUN.



SECRETARY OF THE NORTHUMBRIA MINERS'
ASSOCIATION: MR. WILLIAM STRAKER.



SECRETARY OF THE MINERS' FEDERATION OF GREAT
BRITAIN: MR. FRANK HODGES.

The cause of the coal-strike from the miners' point of view was explained as follows in a statement by Mr. Frank Hodges, Secretary of the Miners' Federation. "Work has ceased," he said, "in all the coal-fields because the miners have found it impossible to accept the coal-owners' wage proposals. . . . The coal-owners were advised that decontrol would automatically revoke the wage advances given during the period of control. They therefore gave notice to the miners to terminate contracts on March 31. They also sought to impose new district wage agreements, involving tremendous reductions in the miners' earnings. . . . These proposals, considered in relation to the present cost of living, Exchange said: 'There are some people who seem to think that the cause of the stoppage is an attempt by the coal-owners to exact too drastic reductions in wages. . . . This is an entirely erroneous view. . . . Mr. Frank Hodges has pointed out that 'the owners have not the means to prevent a drastic reduction in wages in badly hit

districts.' His proposal is not that the owners should offer higher wages, but that the Government should come to the assistance of the industry with a subsidy. . . . The policy of the Miners' Federation is to insist on a national wage without regard to districts. This policy necessarily involves a national pooling arrangement. . . . The stoppage in the coal-fields, therefore, is an attempt to intimidate the Government into the granting of a subsidy to the coal trade, and to impose upon it a bastard form of nationalisation which would kill all incentive in the industry. . . . But not only have the mines stopped. The Miners' Federation, for the first time in their existence, have issued instructions to withdraw the pumpmen and the enginemen and leave the mines to their fate. . . . A community which gave way to such a menace would be always in peril. We must provide volunteers to man the pumps, and if necessary, protection must be provided." The four chief leaders of the Miners' Federation now are Messrs. Frank Hodges, Herbert Smith, James Robson, and William Straker. Mr. Hodges described the withdrawal of the "safety men" (pumpmen and enginemen) as "a desperate decision."

ART IN THE SALE ROOMS

BY ARTHUR HAYDEN.

ONE wonders what motto an auctioneer would choose if he were challenged. Perhaps the line from "Macbeth," "Come like shadows, so depart," might fit the routine of everyday dispersal; but in his firmament he glows with pride and enthusiasm over, mayhap, one precious work of art above all others "that gems the starry girdle of the year." Of course, meteors swim across the art sales with coruscating glamour, but it is oftentimes the little-headed master who attracts the true connoisseur, who should be, above all others, armed with just that special knowledge to discern, identify, and appraise works of art not hall-marked by precedent and the clamour of the fashionable auction-room. "The tumult and the shouting dies" does not apply to him, for he quietly walks off with his prize, coolly lifted in public as easily as a winner at the tables at Monte Carlo pockets his capriciously acquired wealth. But connoisseurship is not a game of chance.

Sometimes little-known masters come forward where English collectors are somewhat at a disadvantage for want of knowledge. There is a case in point at Messrs. Puttick and Simpson's sale on the 13th. Two fine canvases by Jean Baptiste le Prince are to be offered from the collection of the late Blanche, Countess of Airlie. This artist rarely comes into the London market. He was a pupil of François Boucher. He won a reputation in France in the Louis Quinze era, and then visited Russia, where he spent several years in sketching. Like Turner in his European tour, Le Prince returned with material to keep him busy painting and etching. His Russian subjects of episodes in village life won him distinction, and there hangs in the Louvre his "Le Corps de Garde." The pictures offered for sale represent the exterior of a French château; there is something more realistic than Watteau, and the gallants and ladies are flesh and blood. It is vivid in moving effect, with nothing mawkish or sentimental.

Messrs. Christie, on the 6th, sold some fine old English silver, the property of Mr. F. J. C. Holdsworth, of Kingsbridge, Devon. The fine George I. punch-bowl and ladle by Paul Lamerie, engraved in Hogarthian style with a procession of figures on a quay, inscribed "Amicitia Perpetua," and on reverse eleven figures at a banquet, inscribed "Prosperity to Hooks and Lines," had a Waltonian flavour about it. It weighed 140 ounces, was eagerly competed for, and won the great price which was prophesied. Another notable example at the same sale was an Elizabethan cup and cover, 1590, with maker's mark, "R.W."

Greek and Roman antiquities from the collection of Mr. J. P. Heseltine have perturbed collectors who are desirous of filling gaps in their cabinets. Hence the interest in the forthcoming sale by Messrs. Christie on the 19th. Apart from the specialist's knowledge in Greek and Roman art, there is always the wonder which encompasses the tyro in seeing jewellery which was worn two thousand years ago. He marvels at the Roman matron's safety-pin of the same design as now in vogue; a snake pattern ear-ring is like an early Victorian duplicate. Among the antique gems to be offered there are many to provoke a thrill of admiration. Josiah Wedgwood, caught up by such adulation, duplicated in pottery the Portland Vase,

which was blue glass. Cameos and intaglios are here in abundance, with pedigrees from well-known collections, such as the Arundel and the Marlborough.

Tanagra figures always make an appeal almost by reason of their seeming modernity in character. These charming statuettes have claimed the assiduous attention of the forger, and, in spite of the precautions of the Greek Government to prevent "finds" leaving the country, they have enriched many British and American collections. They are common to all parts of Greece, but attained their greatest excellence at Tanagra, in Boeotia, in the time of Alexander the Great and

Greek. A mirror-back in bronze is Greek work of the fourth century, and represents Herakles and Omphale in a splendid *repoussé* composition. A Persian bronze lion (4½ inches long) is a rare example of ancient Persian art; it is supposed to have been found in the palace of Darius at Susa. A bronze statuette of a Greek girl fastening her girdle (4 1-8 inches high) is a masterly example; and a similar miniature is a silver Græco-Roman statuette of a Winged Eros (2 inches high).

On the 18th and two following days Messrs. Sotheby are selling valuable books, including first editions of Robert Louis Stevenson, a set of Kate Greenaway books illustrated in colours by that dainty and original artist with a winsomeness and *naïveté* which leaves us spellbound nowadays. A fine Izaak Walton's "The Compleat Angler or the Contemplative Man's Recreation," 1653, comes up. The first four folios of Shakespeare and a Herrick's "Hesperides," 1638, are interesting items in a full list of rarities.

We like Christie's dispersal on the 26th of books by William Blake, which have as stable companions certain autograph letters by Wordsworth and illuminated Persian and other manuscripts. William Blake is not only a mystic, he is a mystery. He was somewhat derelict in his own day; Fuseli found him "dam'd good to steal from," and Stothard snatched his "Canterbury Pilgrims," and won renown from the transference of ideas. As a child Blake saw angels following the reapers in the corn. In his studio he could call up Pontius Pilate to sit to him; and Julius Cæsar, Mephistopheles, Herod, and the Egyptian taskmaster whom Moses slew, are among the portraits of Blake's gallery. Kate, his wonderful wife, in one small room which served them as kitchen, bed-chamber, and studio, coloured the prints by hand, and stitched these wonderful books together, which are now snatched by collectors of the esoteric and by lovers of fantasy. As a visionary and a poet Blake won the idolatry of minds as far apart as Charles Lamb and Swinburne. The books to be offered are so rare that they have been duplicated. "The Book of Thel," engraved, printed, and coloured by the artist, is dated 1789; "Europe, a Prophecy," hails from "Lambeth, printed by Will Blake, 1794"; the "Songs of Innocence" and "Songs of Experience" are well known, with their curious plates; "Visions of the Daughters of Albion," with eleven plates,

1793, is rare. Young's "Night Thoughts" and Robert Blair's "The Grave" come forward with Blake's designs etched by Schiavonetti. Bolstered up in bed in a garret, Blake died, touching and retouching his prints to the last, chanting verses and music; and, dying, he made a faithful likeness of his wife. William Blake lies in an obscure grave in Bunhill Fields, near John Bunyan, the great, wonderful dreamer, buried by Mr. Shaddock the grocer in his own grave. And in the midst rests in peace Defoe, that turbulent realist. But "The Spiritual Form of Pitt Guiding Behemoth," that weird conception, hangs on the walls of the National Gallery, London—that is where Blake snatches the laurels from posterity; and his poems and his prophecies, "caviare to the general," make a "Roman holiday" in the auction-room.

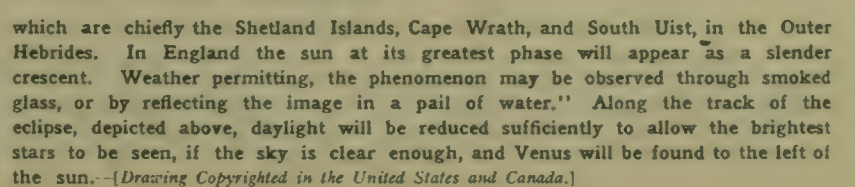


A RELIC OF MARY QUEEN OF SCOTS FOR EDINBURGH: HER BED-CURTAIN FROM LOCH LEVEN CASTLE, WITH ONE OF THE VALANCES.

This historic curtain once adorned the bed in which Mary Queen of Scots slept at Loch Leven Castle. After her flight thence it came into the possession of the Earls of Morton at Kinross. It is a fine example of French applied work of the sixteenth century, and belongs to a set of four, probably acquired by Mary in France, made of thick cherry-coloured cloth and divided into panels by strips of embroidery. She may have had a hand in working them. The curtain, with two valances, has just been presented by the National Art Collections Fund to the Royal Scottish Museum at Edinburgh.

By Courtesy of the National Art-Collections Fund, Hertford House.

his successors (350-200 B.C.). The chief types are seated and standing female figures. The collections at the Louvre and at the British Museum are of exceptional value. They are variously believed to have been household ornaments or tomb furniture. These terra-cotta statuettes have a charm not easily dismissed. Among the examples to be offered is a Greek Lady at her Toilet; seated, and fully draped in chiton and chlamys, holding a mirror in her hand (10 inches high). A Seated Aphrodite with the apple of Paris in her hand is another example of a gracefully posed figure (seven inches high). Another noticeable specimen is a Reclining Draped Female Figure of a dancer, dainty and debonair, and in faultless condition, although in date some three hundred years before Christ. Other items include Greek, Roman, and other bronzes, and gold and silver coins, mostly



The Irish Problem Through French Eyes.

We conclude here the article begun in our issue of March 26, condensed from one by M. Ludovic Naudeau, the well-known French writer, who went to Ireland on behalf of our Paris contemporary, "L'Illustration," to study the Irish question on the spot. It is particularly interesting to see how the problem presents itself to a well-informed and perfectly unbiassed Frenchman.

AS will be remembered, there have been two distinct phases in the British reprisals. Up to December 12, 1920, that is to say, up to the period of the abominable destruction of the centre of Cork, these operations were, to a certain extent, left to the individual initiative of policemen and the Black-and-Tans. The authorities, affecting to have been over-powered, declared that, owing to repeated acts of aggression and provocation, it was impossible for them to foresee and repress the reprisals of the exasperated soldiers. The act of furious folly committed at Cork was, according to all the evidence I collected, the work of ruffians and auxiliary police, some of them over-excited by drink, others by the desire of filling their own pockets. Many eye-witnesses affirm that they saw incendiaries carrying off trunks loaded with valuables from the houses they ransacked. A block of fine shops was demolished, and is now a mere heap of ruins. The damage committed here can quite well be compared to the worst acts of the kind on the German front. The Irish Labour Party has recorded in a pamphlet of 68 large, closely-printed pages, entitled "Who Burnt Cork City?" very striking depositions, which leave no doubt in one's mind as to the fact that the authors of this crime were the "agents of the Crown." Besides which, General Strickland, to whose inflexible honesty all parties bear witness, was ordered by the Government to proceed with investigations concerning the circumstances of the affair. Several weeks ago he sent in his report, but the Cabinet keep silent, and Parliament knows nothing about the document. How is this silence to be interpreted?

After this scandal, the system of "spontaneous reprisals," inevitably degenerating into sanguinary orgies, was severely prohibited, and it was decided that the military authorities would officially control the destruction of property which would be considered necessary. That is how I assisted in Cork at the gutting of two houses, where the police had been ambushed a few days ago. The execution of this act necessitated a great display of troops; a part of the town was surrounded, and for several hours small explosions were heard at intervals. Too large quantities of dynamite could not be used at once, for fear of damaging the adjoining dwellings. Several days later, in Dublin, I saw the house formerly occupied by Casement destroyed in the same manner. These were sad scenes, which wrung my heart.

THE DESTRUCTION OF THE CREAMERIES.

The worst blow dealt by the British authorities to the Irish population has been, however, the destruction of the creameries, a co-operative organisation, which was very well run. To this organisation the peasants brought in their milk, which was used for the production of butter and cheese. The creameries usually possessed important machinery, which represented a considerable capital. Since April 9, 1920, when the first creamery was destroyed at Rearcross, Co. Tipperary, about sixty more have been destroyed by the forces of the Crown, and the damage committed is estimated at from £500 to £20,000 a time! "Why," said George Russell, the brilliant Irish writer, to me (he is a Protestant), "were those organisations specially attacked? Just because they had hundreds of members. When the barracks were burned and policemen killed during the lamentable struggle going on in Ireland,

or if the armed forces of the Crown were unable to capture those responsible for these political outrages, the policy of reprisals, tolerated and excused by the Government orators, tended to the destruction of any enterprise which happened to adjoin the place where the skirmish occurred, and they purposely chose to destroy those enterprises the destruction of which would ruin a greater number of people. And that is performed without any regard as to whether the people owning the property are innocent or guilty. This idea of justice is not only detestable, it is stupid; it is the maddest of tactics when the end in view is the submission of the population to those who use their power in this manner. Every innocent person whose property has been destroyed, what-

it possible that in a country under the rule of our illustrious ally, noble England, who has given an example of democracy to all nations, similar tragedies should be enacted? A system of terror equalling that which the Teutons used towards the Belgians will not have the approval of British citizens for long.

"You see," an Army captain said to me in Limerick, "all this is a sad business, and we do it without any pleasure. But remember that every day British officers and soldiers are sacrificed. And it is an undisputed fact that an enormous majority of the population are the tacit accomplices of those who assassinate us. They facilitate their escape, feed them, hide them, give them information, and hope for their success. Consequently,

as it is extremely difficult for us to capture the actual culprits who attack us unawares, the only means within our reach is to inflict suffering on the masses, secretly hostile to us, from whom they are recruited, and who aid and abet them and champion them. We must do this or go."

REBEL COLONY OR NATION.

What is the answer to this? Yes, it is true. As soon as the inhabitants of one country protest against the dominion of another country, and go as far as starting a guerrilla warfare against its soldiery, it is inevitable that the hostile acts committed on both sides must increase daily by a fatal progression, and that with fatal reciprocity the antagonists try to intimidate one another by increasing terror. The question, therefore, is not whether the British use too forcible means to subjugate a rebellious colony, for a State can only subjugate a rebel colony by fear. The question is whether the British have the moral right to consider and treat as a colony a small Western community which demands freedom and insists on being a nation. And here we are faced once more with this problem which means everything. Is Ireland a nation or not?

It would indeed appear as though fate had taken a malicious pleasure in setting the nations of Europe one against the other, owing to their proximity and the differences of their languages, their religious and their national prides; and the same fate has thought fit to put next to the great British Isle another island, which, it must be remembered, was too small to uphold its independence, but at the same time too large and too distinctive not to absorb the various invaders who settled on its shores. The facility of assimilation and digestion of Ireland has always been wonderful. Of course, the primitive Gaelic type must have been considerably modified during seven centuries of wars, massacres, famines, invasions by Danes, Normans, English, and the systematic plantations, at various periods, of numerous colonists from Great Britain. But for her own salvation, Erin has always been able to transform the descendants of her adopted children into real Irishmen. I cannot make up my mind as to

whether Ireland is a nation or not, but what I can affirm is that from north to south (with the important exception of the Belfast region) Ireland vibrates with that wonderful, unconquerable feeling, that complicity of hearts which George Russell called the spirit of nationality.

Who can help noticing it? The spirit of nationality is much stronger to-day, more unconquerable and purer than it was a hundred and twenty years ago, when the British Government, in 1800, managed to corrupt and bribe a majority of the Irish Parliament, and made them vote fraudulently that collective abdication, that Act of Union, against which the Irish people have ever rebelled. Nowadays the national ideal is so intense that such an act of venality appears perfectly monstrous to the Irish. As in the time of her most martial epoch, to-day Ireland raises her head, in full possession of her energy and hope: she wants to exist.



AN IRISH AMBUSH FORESTALLED: R.I.C. AUXILIARIES HOLDING UP AND SEARCHING CYCLISTS WHERE A WALL HAD BEEN BROKEN DOWN.



A TRENCH DUG ACROSS A ROAD RE-FILLED BY R.I.C. AUXILIARIES: CADETS AT WORK ON THE SCENE OF AN INTENDED AMBUSH IN IRELAND.

These photographs were taken on a certain road in Ireland, where preparations for an ambush had been abandoned incomplete, apparently on news of the Auxiliaries' approach. About ten yards of wall had been broken down to make a barrier, and a trench had been dug across the road. It was filled up by the Cadets, who stopped and searched passing cyclists and pedestrians.

Photographs by C.N.

ever his political convictions were before, becomes the irreconcilable enemy of a State which has treated him so iniquitously. Consequently, the British authorities are doing their best to arouse this ill-feeling and increase the hatred which fans Irish national feeling."

I myself have visited several ruined creameries; at Bridgetown, near Limerick, I happened to get there just a few hours after the demolition, by men in uniform, of the creamery in that village. Looking at the ruined plant, I shuddered at the thought that this destruction had been committed in defence of law and order.

Let us speak frankly: To-day in Ireland similar things are happening to what I described eighteen years ago, when I wrote about the miseries endured by the Macedonian populations, then groaning under Turkish rule. When Ottomans burned villages where Bulgarian comitadjis had been observed, how great was our indignation! Is

FILMING JUTLAND—AFTER THE EVENT: ON A SEA 8-FT. SQUARE.

DRAWN BY OUR SPECIAL ARTIST, W. B. ROBINSON, BY COURTESY OF THE IDEAL FILM RENTING CO. AND THE BRITISH INSTRUCTIONAL FILMS, LTD.



The "Jutland" Film in the making.

After the ships have been moved forward $\frac{1}{16}$ th of an inch, smoke is added, and the operator makes a half-turn of the handle of the camera.



Making the Battle Smoke

Moving each ship forward $\frac{1}{16}$ th of an inch.

REQUIRING 80,000 SEPARATE MOVEMENTS OF MODEL SHIPS TO SHOW THE GRAND FLEET CROSSING THE NORTH SEA: FIGHTING THE BATTLE OF JUTLAND OVER AGAIN IN A FILM STUDIO—AN IMMENSE TASK.

The reproduction of a moving bird's-eye view of the Battle of Jutland for the films has proved to be an immense task, involving intricate calculations and an enormous number of movements. The work has been carried out, according to track charts prepared by Sir George Aston, by the Ideal Film Company and the British Instructional Films, Ltd., in their studios at Boreham Wood, near Elstree. The board is 8 ft. square, and the model ships are in three sizes—4-inch for "close-ups," 2-inch for "medium shots," and 1-inch for "long shots." Ships, "sea" and "sky" are painted in shades of grey. Gunfire and explosions are produced by blowing smoke through pipes. For each picture each model is moved only $\frac{1}{16}$ th of an inch. There are sixteen pictures to each foot of film. The passage of the Grand Fleet across the North Sea took

90 ft. of film, and 80,000 separate movements (by hand) of models. That of the German Fleet took 60,000 movements. The top diagrams represent the blowing up of the "Queen Mary"—(A) Applying a match to a chemical pellet; (B) chemical burning; (C) adding smoke; (D) ready for filming. The central drawing shows the first period of Beatty's action, 3.50 to 4.50 p.m. on May 31, 1916, just after the loss of the "Indefatigable" and just before the destruction of the "Queen Mary." The upper line of ships is (left to right), British destroyers, Beatty's battle-cruisers, and 5th Battle Squadron; below (left to right) are German destroyers and Admiral Hipper's ships firing. Sir George Aston has invented a method of moving model ships in a liquid medium to avoid the laborious hand movements.—[Drawing Copyrighted in the United States and Canada.]



NIGHT FIRING.

That the British Navy is ever ready is a truism so trite that it is accepted more often than not without thought of the hard work of brain and muscle that makes it so. The painting we reproduce illustrates but one of the many ways in which efficiency is secured. In connection with firing practice, it is interesting to recall a picture, by Mr. Cecil King, which was published in our issue of June 12, 1920. On that date, dealing with a method of firing that was introduced into the Royal Navy in recent times, we stated that the firing ship steams on a more or less parallel course to that of the target-ship, but, owing to a lateral deflection of her guns, the projectiles fall well astern of the target. In such a case, the target-ship does the spotting, and results are signalled by wireless to

the firing ship, after each round. One of the after-turrets of the target-ship is kept trained on the firing ship, and on the aeroplane platform on top of the turret a lath (with divisions marked on it) is fixed at right-angles to the guns; this is called the "tow-bar." Another lath, with vertical nails, or pegs, at regular intervals, crosses this within six degrees of right-angles, and is called the "rake." The six degrees represent the error of the "enemy's" guns, so that the rake is actually parallel to the course of the projectiles. A gunner warrant officer notes how far the shot has fallen to right or left, as the case may be. In the picture given above, a battle-ship is seen illuminated by a ship's searchlight during night firing.

FROM THE PAINTING BY NORMAN WILKINSON, R.I. (COPYRIGHTED IN THE UNITED STATES AND CANADA.)

THE WORLD OF THE THEATRE.

By J. T. GREIN.

I SEE that "Three," the three-act comedy of three characters by a new author, Mr. Lipscomb, which formed the penultimate programme of the season of the doughty Play-Actors, has received a chilly reception at the hands of the Press, and—frankly—I am surprised. On the Sunday when it was played before the members, it roused enthusiasm, and I for one, always an admirer of *multum in parvo*, of simplicity in art, would have cheered the author, as I will now encourage him to go on. Nor was it the plot that interested us so, but the apt, profound, witty analysis of a woman's character. I have to go back to Galsworthy's masterly "Fugitive" (revive it, revive it!) to find an understanding so correct both psychically and physically of a woman's character as of this real Eve's daughter, swayed by male strength and male serfdom, electing in the end to bow to strength. Even more curious is it that Mr. Lipscomb appears to have greater knowledge of women than of, at any rate, some men. "Manners maketh man," and with all my acquaintance of planters and East India merchants, I have never met quite such a boor as the hero, exquisitely played by Mr. Leslie Faber. But when this is said, there remains a capital, witty, trenchant little play, which I

"The Young Ladies get their Medals," to quote the title of Mr. Miles Malleeson's little panel, which was the joy and the gem of an interesting afternoon by the students of the R.A.D.A.—and they deserve them. Joan Swinstead achieved the highest honours; Ralph Leddra fairly won his year's engagement by Vedrenne; and Laura Wallis Mills was well worth her piece of silver for her touching, beautiful rendering of the girl who—in Malleeson's playlet—studied for the stage of necessity and saw the others soaring with the medals while her breast remained sad and unadorned.

Generally the performances—not forgetting the capital dancing class of Mr. Louis H. d'Egville—were well up to Academy standard. There was life in the modern work and grit in their Shakespeare; but when they played the Malleeson gem (which Sir Oswald should at once earmark for the Coliseum) they were at their best, for they acted themselves among others. It was a treat! On the other hand, the selection of Maeterlinck's over-rated and untranslatable "Sister Beatrice" was a little error. It was beyond the forces of the students; it was frankly long-weary; and as to miracle plays, I prefer the monks of the dark Middle Ages to the *à la mode* exhibitions of Maeterlinck. They sound mannered and manufactured, instead of felt.

The French section, to which it was my privilege to offer a prize of a week in Paris to see what French plays, French theatres, and the Conservatoire are like, distinguished itself with great credit to the Professor, Mlle. Gachet. I cordially agreed with her and Miss Irene Vanbrugh that the laughing Pierrot of Miss Joan Swinstead deserved the little trip *sans phrase*: her French was as choice as her impersonation. But deep down in my heart, and if my purse had been deeper too, I could have added Miss Margot Sieveking, the weeping Pierrot, to the expedition to Paris. Mine was a case of "Entre les deux mon cœur balance," and I shall certainly offer her a consolation prize; and one also to Miss Una Bell, a lovable Columbine whose French was only marred by a few vowels of English sound. In sum, it is a joyful observation that at the R.A.D.A. French has become an item of consequence, and that the tuition in all directions betokens the zeal and efficiency of Mr. Kenneth Barnes, the administrator, and the whole corps of teachers whose efforts year by year demonstrate progress all along the line.

"Genius" is one of the words which I hoard up like the miser his gold in "Les Cloches de Corneville," and when I use it I mean it and am prepared to substantiate my verdict. Now, little Nelson Keys, the talk of "London, Paris, and New York," Cochran's best and British revue, is a genius, because he possesses the unique gift of merging his brain, his body, and his soul into countless characters—not only in the vein of imitation, but of reincarnation, which is quite a different thing. Behold Nelson Keys as du Maurier; behold him as an old and gouty Admiral, as a Spaniard—above all, as a Spaniard with castagnettes, bolero, sombrero, and grandezza; behold him as a hero of drawing-room drama, as Beau

Brummel, and—for grand finale—as the Japanese conjurer with his jargon and his dexterous trick—not fake, these, but often real Magic Circle—and you must admit that he is a very chameleon of an artist. Indeed, he is too good for revue. If he were to tackle real comedy, real drama, even tragedy—yes, tragedy!—he would be *facile princeps* of our excellent array



A HUSBAND'S DEVICE TO KEEP HIS WIFE FROM LEAVING HIM: MR. ERNEST THESIGER AS ARNOLD CHAMPION-CHENEY, M.P., AND MISS FAY COMPTON AS ELIZABETH, IN "THE CIRCLE."

When Elizabeth tells her husband of her intention to run off with Edward Luton, Arnold offers to give her cause to divorce him, and to settle on her £2000 a year, hoping that such generosity will make her stick to him.

Photograph by Foulsham and Banfield, Ltd.

of actors. He does nothing by halves, nothing slipshod; his work is as finished as the facets of brilliants, and as luminous. He is a great little man, and we owe him many unforgettable hours of unalloyed joy. In Violet Loraine he has found a foil to his vitality. She also is a real artist; she also is too good for revue; as a *comédienne* she can carry all before her, and in certain scenes I have seen her in such emotion that she drew lumps to our throats. Alas that the "holy state" will drive her away from the stage! But not for long, we hope.

To Geneviève Ward on her eighty-third birthday and the King's Honour: "Hail, Grand Dame!"



WHOSE WIFE SHALL SHE BE? (LEFT TO RIGHT) MR. MALCOLM KEEN AS HILARY FAIRFIELD, MR. AUBREY SMITH AS GRAY MEREDITH, AND MISS LILIAN BRAITHWAITE AS MARGARET FAIRFIELD, IN "A BILL OF DIVORCEMENT," AT THE ST. MARTIN'S.

Under a law assumed to be reformed, Margaret has obtained a divorce from Hilary, who was insane, and is about to marry Gray, when Hilary returns cured.

Photograph by Stage Photo Co.

am glad to hear has been acquired by Mr. Norman McKinnel. Miss Alexandra Carlisle played the heroine well, but still *à l'Américaine*; and Mr. Henry Oscar, clever as the softer spirit, would have been even more convincing if he had displayed more worldly distinction.

I am all for the promising enterprise of Miss Irene Hentschel and Miss Monica Ewer—the Playwrights' Theatre. It is a capital idea, as valuable as a bacteriological-research station, and with discrimination it may add to our dramatic arsenal. I am not quite so enthusiastic about the half-share arrangement—that the cost should be borne in equal parts by the playwrights and their theatre. It sounds like a brain-tax on the man who writes a play, and I hope that in measurable time there will be a sufficient membership to allow the production of a new author's play without the levy of his pay. If a tithe of all those who talk of their love for the theatre would help the directors with a deed in kind and coin, the Playwrights' Theatre would have a *raison d'être* even in its experiments that do not succeed beyond good intentions. Such was the case with "Rhoda Fleming," Mr. A. Phillipson's adaptation of Meredith's novel. It was certainly not worse than many novel-plays; but it was not better, or more entertaining, and it was not Meredith. His dramatic value has been tested ere this, and, despite fine setting and enthusiastic actors, the result was negative. So of "Rhoda Fleming" no more need be said, except that it sometimes interested us as a curio, and oftener caused our interest to languish, in spite of three capital characterisations—the Rhoda of Miss Moyna MacGill, Victorian maidenliness to the life; the Dahlia of Miss Dorothy Massingham, and the Farmer Fleming of Mr. Allan Jeayes.



LORD PORTEOUS REVOKES AGAIN: (LEFT TO RIGHT) MISS TONIE EDGAR BRUCE AS MRS. SHENSTONE, MISS LOTTIE VENNE AS LADY CATHERINE CHAMPION-CHENEY, MR. LEON QUARTERMAINE AS EDWARD LUTON, MR. HOLMAN CLARK (STANDING) AS CLIVE CHAMPION-CHENEY, AND MR. ALLAN AYNESWORTH AS LORD PORTEOUS, IN "THE CIRCLE," AT THE HAYMARKET.

Thirty years ago Lord Porteous ran off with Lady Catherine (wife of Clive Champion-Cheney), and has lived with her ever since. Edward Luton wishes to run off similarly with Clive's daughter-in-law, Elizabeth.—[Photograph by Foulsham and Banfield, Ltd.]

THE PRINCE AS "JOCKEY": JUMPS IN HIS FIRST STEEPLECHASE WIN.

PHOTOGRAPHS BY S. AND G. ROUGH, AND PHOTOPRESS



TAKING THE FIRST OPEN DITCH.



WITH PET DOG GOING STRONG: AT THE WATER JUMP.



TAKING THE LAST JUMP.



THE STYLE IN WHICH THE RACE WAS WON: AT THE OPEN DITCH.



WELL OVER: THE PRINCE TAKING THE FIRST FENCE.



THE RIVALS: CAPTAIN R. WYNDHAM LEWIS;
MAJOR R. AULD; THE PRINCE.



FINISHING ALONE: THE PRINCE OF WALES, COLONEL OF THE WELSH GUARDS,
WINNING THE WELSH GUARDS' CHALLENGE CUP.

Riding his own horse, Pet Dog, the Prince of Wales, as Colonel of the Welsh Guards, won his first race over a regular steeplechase course, under National Hunt Rules, on April 1, when he was successful in the Welsh Guards' Challenge Cup at Hawthorn Hill. He rode excellently well and finished alone, the other competitors (Maid of the House, ridden by Major R. Auld; and Lodger II., ridden by Captain R. Wyndham Lewis) having fallen. As a result, it is thought possible that his Royal Highness may ride a horse of his own in next season's Grand Military Gold Cup at Sandown Park. Needless to say, the win was most

popular. The occasion was the first on which an Heir to the British Throne had ridden in and won a steeplechase. He rode at 11 st. 9 lb., and wore his own silks of red, blue sleeves, and black cap. It will be recalled that his Royal Highness was third—after a fall—in the Grenadier Guards' Race for Lord Manners' Cup, on March 4; that he rode in the Brigade of Guards' Inter-Regimental Race at Astwell Mill on March 15; and that, on March 16, he won the Hunt Light-Weight Race at the Pytchley Hunt Point-to-Points. Thus he is becoming quite an experienced gentleman jockey.

"THE ELEMENT OF PERSONAL RISK... TO THE BEST MEN

PHOTOGRAPHS BY FARRINGTON PHOTO CO., ILLUS.



THE RIDER WARNING HIS MOUNT TO KEEP CLEAR OF HIM:
F. WOOTTON HAS A FALL AT WINDSOR.



WITH HANDS OUT, TO SAVE HIMSELF: J. CANTY
FALLS AT KEMPTON PARK.

AND THE SAFEST JUMPERS": REMARKABLE RACING FALLS.

BUREAU, TOPICAL, S. AND G., AND PHOTOGRAPHS.



AT HAWTHORN HILL: EILEEN AROON
(MR. F. G. W. JACKSON) FALLS.



AT THE LAST JUMP IN THE BRIGADE OF GUARDS REGIMENTAL RACE:
TWO RIDERS CAME TO GRIEF AT ASTWELL MILL.



IN AN EVENT IN WHICH THE PRINCE RODE: A FALL IN THE BRIGADE
OF GUARDS INTER-REGIMENTAL RACE.



A FALL AT THE FIRST OPEN DITCH: CAPTAIN H. E. DE TRAFFORD
AND ANIMOSITY, AT HAWTHORN HILL.



A NASTY TUMBLE: A RIDER COMES TO EARTH IN A STEEPCHASE
AT SANDOWN PARK.



A SPILL AT SANDOWN PARK: COLONEL G. PAYNTER PARTS COMPANY
WITH CARDINAL.



A MOST DANGEROUS-LOOKING FALL: GOLD BAR
AT SANDOWN PARK.



AT HAWTHORN HILL: ANOTHER "SNAP" OF CAPTAIN H. E. DE TRAFFORD
AND ANIMOSITY FALLING (SEE ABOVE).



AT THIS YEAR'S REMARKABLE GRAND NATIONAL: LONG LOUGH
AT BECHER'S BROOK.



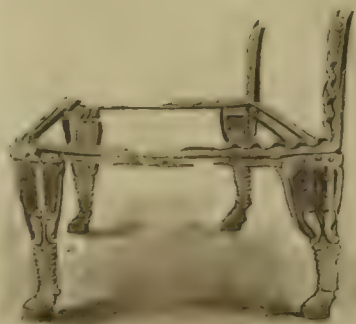
WITH HANDS OUT, TO SAVE HIMSELF: MR. J. MISA SPILT BY RIFLE GRENADE,
AT HAWTHORN HILL.

No steeplechase or point-to-point is without its spills; and to the lay mind it is wonderful that there are not very many more serious and fatal accidents, although, of course, riders well know how to fall with the least possible risk of damaging themselves. It will be recalled that in this year's Grand National only one horse out of thirty-six runners—the winner—did not fall. At the end of the first round only six were standing up. All of which makes the Prince of Wales' riding the pluckier. As it was put in the "Daily Telegraph" the other day: "Because of the element of personal risk, which must always exist to the best men and the safest jumpers, there was one long roll of cheering as the Prince came cantering by the winning-post at Hawthorn Hill, the gallant winner of the Welsh Guards' Challenge Cup. . . . At the open ditch on the far side

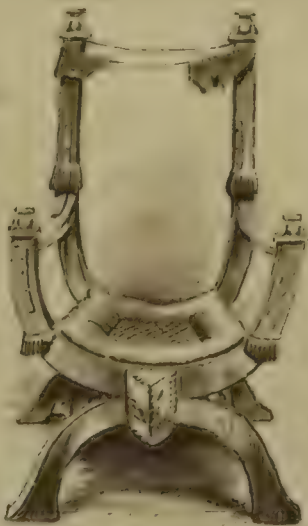
the Prince may have 'called a cab' through his horse hitting the fence and pecking on landing, but there was no trouble afterwards; indeed, there was no anxiety, as the rider simply banished all fears by the clever way he sat his horse over fence after fence. He was taking no chances, too, at the open ditch in front of the Royal Stand. He may have thought Pet Dog would hesitate about the take-off, so he used his whip three times exactly at the right time, and the horse flew over in perfect fashion. So he went on, jumping the rest of the course in splendid isolation, giving his horse an 'easy' up the last hill, and finally taking the last two fences in the straight in delightful style." On another page we give a number of photographs of the Prince taking various jumps in the race.

SURPASSING THE SPEAKER'S CHAIR: SEATS OF THE MIGHTY.

DRAWN BY W. B. ROBINSON.



Egyptian Royal Throne of Hatshepsut, Queen of Egypt. Preserved in the British Museum.



Chair, preserved in York Cathedral, on which, tradition says, some of our Kings have been crowned (period Richard III).



Chair or faldstool, preserved in Winchester Cathedral, upon which Queen Mary sat on the occasion of her marriage to Philip of Spain.



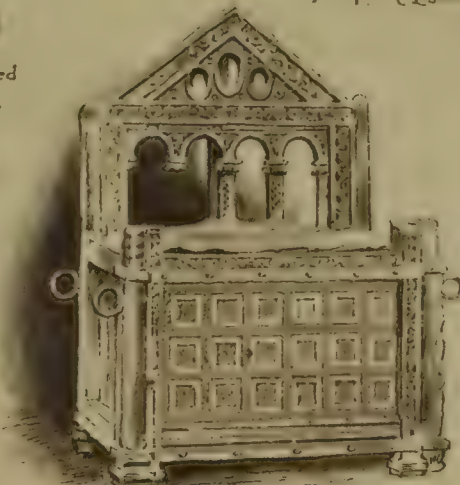
Pompeian Magisterial Chair, or Hissellura, now in the Naples Museum.



Pastoral Chair of Maximianus, Archbishop of Ravenna, A.D. 549. Still preserved in the cathedral. The chair is of ivory, and has elaborate and beautiful decoration.



The Coronation Chair in Westminster Abbey, made for Edward I., in the 13th century. The framework of the seat contains the famous stone brought from the Abbey of Scone, in Scotland, by Edward I.



The so-called Chair of St. Peter, preserved at Rome. This episcopal chair has sculptured tablets of ivory and bands of minute ornament executed in gold.



The conventual Chair formerly owned by the Abbots of Evesham (14th century). The chair is beautifully ornamented.



Chair in Little Dunmow Church, formerly used in the ancient Ceremony of the Flitch (13th century).



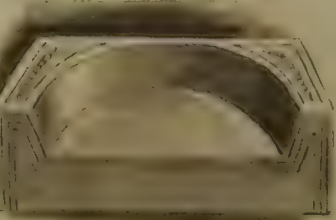
Curious Chair, in Fishmongers' Hall, London, made entirely from wood and stone taken up from the foundation of old London Bridge, in July 1832, having remained there 656 years. The seat is of stone. The cross bars of the back represent well-known London bridges.



"Sir Francis Drake's Chair." Curious oak chair made from the timber of the "Golden Hind." Preserved in the Bodleian Library, Oxford.



Another Chair actually used by Edward I, now in the Chapter House, Lincoln Cathedral. (Additions have been made to the original chair.)



Fifth Stool (12th century) Hexham Priory. Formerly used by those who claimed the privilege of sanctuary. The seat is of stone, with all the Norman ornamentation.

CHAIRS THAT ARE HISTORIC: ANCIENT SEATS OF STATE, INCLUDING THE CORONATION CHAIR, THE "CHAIR OF ST. PETER" AT ROME, AND RELICS OF EGYPT AND POMPEII.

Although "to take the chair" still implies the seat of honour on public occasions, chairs in general have become so familiar that they have lost their pristine dignity. In antiquity, however, the chair was regarded as a state seat reserved for persons of rank. Legend recalls, for example, the "Siege Perilous" among the seats of the Knights at Arthur's Round Table. Ordinary folk occupied benches, chests, or stools. It was not till the sixteenth century that chairs came into common use, and up to the middle of the seventeenth century they lacked upholstery. "Ancient Egyptian chairs" (to quote that useful work, the "New Age Encyclopædia") "were generally of carved and gilded wood, inlaid or

decorated with ivory; Roman chairs were frequently of marble; and the chair of Dagobert, preserved in the Louvre, is of bronze. Mediæval chairs were usually low, with arm-rests terminating in the heads of beasts or birds, and were without backs. The oldest-known English chair is that of Edward I. (1239-1307) at Westminster (shown above in the centre). It is of oak, and is used in the coronations of British monarchs." Of all the historic chairs here illustrated, the one most resembling the Speaker's Chair is that shown in the right-hand lower corner, associated, like the Coronation Chair, with Edward I., and now in the Chapter House at Lincoln Cathedral.—[Drawing Copyrighted in the United States and Canada.]

THE REPLICA OF THE SPEAKER'S CHAIR: A GIFT TO CANADA.

PHOTOGRAPHS BY COURTESY OF MESSRS. HARRY HEMS AND SONS, SCULPTORS, OF EXETER.



COPIED FROM THE SPEAKER'S CHAIR IN THE HOUSE OF COMMONS:
THE REPLICA FOR CANADA'S PARLIAMENT—THE CANOPY.



REPRODUCED FROM PUGIN'S DESIGN, WITH THE MACE AND SCEPTRE:
THE CARVED PANEL BEHIND THE SPEAKER'S BACK.



CARVED IN EIGHTH-CENTURY OAK FROM WESTMINSTER HALL: THE ROYAL
ARMS ON THE CANOPY OF THE CANADIAN REPLICA.



NO LONGER TO BE A "PERQUISITE" OF RETIRING CANADIAN SPEAKERS:
THE REPLICA OF THE WESTMINSTER CHAIR FOR OTTAWA.



BETTER SEEN THAN IN THE ORIGINAL AT WESTMINSTER: THE LINEN-FOLD
PANELS AT THE BACK OF THE REPLICA, WITH THE MONOGRAM "V.R."

After the splendid buildings of the Canadian Parliament at Ottawa were burnt down, in February 1916, the United Kingdom Branch of the Empire Parliamentary Association conceived the happy idea of presenting to the Canadian House of Commons, for its new Chamber, a replica of the Speaker's Chair at Westminster. Members of both Houses subscribed, and the work has now been completed by Messrs. Harry Hems and Sons, the well-known sculptors and wood-carvers, of Exeter, under the direction of Sir Frank Baines, of the Office of Works. They have faithfully copied every detail of the original, which was destroyed in the fire.

designed by Welby Pugin; but the replica for Canada, which, like the original, is of oak, has an added interest in the fact that the Royal Arms on the foliated canopy have been carved from ancient wood taken from the roof of Westminster Hall during the recent repairs. When the roof was constructed, the timber used was then already some 500 years old, so that the original oaks must have grown in about the eighth century. Mr. James W. Lowther, the retiring Speaker, will convey the new Chair to Canada and make the presentation. Hitherto Canadian Speakers have used the Chair of State at the House of Commons.

SUPPRESSING GERMAN COMMUNISM: TROOPS; GUNS; ARMOURED CARS.

PHOTOGRAPHS SUPPLIED BY PRESSE ILLUSTRATIONS VERLAG, AND C.N.



DEALING WITH AN OUTBREAK OF MILITANT COMMUNISM IN GERMANY: A GOVERNMENT OFFICER INTERROGATING ARRESTED LOOTERS.



WHERE THE WORST DISTURBANCES OCCURRED: GERMAN POLICE, WITH AN ARMOURED CAR AND STICK-BOMBS, AT EISLEBEN, IN SAXONY.



LOOKING LIKE REAL WAR! A GUN IN ACTION AGAINST COMMUNISTS IN THE INDUSTRIAL DISTRICT OF MANSFELD, WHERE THE REBELS BLEW UP THE LAW COURTS.



MARCHED AWAY IN A "KAMERAD" ATTITUDE: ARRESTED GERMAN COMMUNISTS WITH HANDS UP, UNDER GUARD AT EISFELD.



WITH HANDS HELD UP BEHIND THEIR NECKS: GERMAN COMMUNIST RIOTERS, CAUGHT LOOTING, UNDER ARREST.

It was reported from Berlin on March 30 that the Communist rising there had ended in a fiasco, and that the men had returned to work. Some thousands of prisoners had been taken, and the streets were still being patrolled by the Sicherheitswehr (so-called police, but really a military force) armed with rifles. A message on the previous day (March 29) from Halle, in Saxony, where other risings occurred, stated that the Communist headquarters, the Leuna Works, had been captured by Government forces, who took 1000 prisoners, and that the agitation had moved towards Leipzig. The trouble began about a week before

in the Mansfeld area, near Halle, where there are many large chemical, nitrate, and power works. At Mansfeld the railway station, post office, and savings banks were raided and looted. The worst disturbances occurred at Eisleben, a Saxon town of about 25,000 inhabitants, where the Communists had 40 machine-guns and about 10,000 rifles with ammunition. They blew up a bridge. A battery of Reichswehr reinforced the Security Police in the Mansfeld district, and artillery cleared the Communist stronghold between Eisleben and Heilbra. The Communists dynamited public buildings, including the Law Courts at Mansfeld.

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LADIES' NEWS.

WE are all interested in young men—some of us admit interest in them at any age. Three of importance in our social world have just attained to man's estate. Prince Henry, the King's third son, wisely elected to enter this planet on the last day of March, not on the first of April. He is the tallest of our Princes, unless Prince George has distanced him, and I hear that the sailor Prince is still growing. Prince Henry's own choice was the career of a soldier, and by nature and disposition he is a sportsman. He is in the Rifle Brigade and is attached to the 13th Hussars, being a good horseman, a clever rider across country, and a promising polo-player. He is also a good shot. I am sure everyone wishes him long and happy years. On Monday the Marquess of Worcester attained his legal manhood, and he also is a soldier, being in the R.H.G., and a sportsman. He is the only son of the Duke and Duchess of Beaufort, heir to Badminton—a name that stands for all that is best in British sport—and he is a very fine rider to hounds. The Duke gave him a pack of harriers when he was quite a boy, a very young Master of Hounds. So he learned all there is to know of the working of hounds and was able to hunt the Duke of Beaufort's with that experienced huntsman T. Newman, while the Duke was incapacitated by a fractured leg sustained early in the season. My third young man on whom coming-of-age congratulations have recently been showered is the Hon. Thomas Henry Brand, of the Rifle Brigade, eldest son of Viscount and Viscountess Hampden. He is the son of a fine soldier, and on his mother's side the grandson of the late Duke and Duchess of Buccleuch. Now this is a trio of eligible and important young men whose lives just now are full of the wine of life, and long may it taste good and sweet to them!

Was dark blue or light blue most worn for the Boat-Race? It is hard to say, but I think Cambridge had it. A third blue, caused by the cold, was also much in evidence, for, indeed, the wind was shrewd and the sun was shy all day, and retired completely ere the historic struggle began. However cosy are fur coats, thin-silk-clad legs are chilly possessions, and it was rather funny to see their owners try to draw them up, with the colder feet at the end of them, under the said fur coats. I heard one girl bewail the fact that her lower limbs had not the same faculty of being absorbed as a snail's horns. Some wise Dryads devoted to the river and its sports wore neat well-cut and well-fitting gaiters over stout shoes, and looked quite cosy and comfy. After all,

a Dryad's dress ought to be seasonable, for rivers are intensely sensitive to temperature. Many people motored to see the race, others saw it from club and other lawns. It afforded, as usual, to lovers of rowing a short, sharp, delightful thrill.

Among the debutantes of this coming season are two good-looking daughters of Earls. One is Lady



THE RACE FOR LACE.

Not content with having her skirt and sleeves of lace, she has swathed her hat with it, and one long end flows down to her knees.—[Photograph by Topical.]

Mary Fox-Strangways, elder daughter of the Earl and Countess of Ilchester, and niece of the Marquess of Londonderry. She has entered on her nineteenth year, and is tall, with dark hair and eyes, and an expression which charms. She has only one sister, who is three years old and to whom she is devoted;

she has also two brothers, Lord Stavordale and the Hon. John Fox-Strangways. Lady Hermione Herbert is the only daughter of the Earl and Countess of Powis. She is very dainty, and has one of the prettiest and sweetest little faces possible to see. A great favourite with all who know her, she is adored in her home. Her aunt is the Countess of Yarborough, who has no daughters, so she is a favourite visitor at Brocklesby also. Her aunt and her mother hold, in their own right, ancient English Baronies which will pass to their sons. Lord and Lady Powis lost their fine elder son, Lord Clive, through wounds received in the war; and Lord and Lady Yarborough's eldest son was killed in action. The present Viscount Clive, Lady Hermione Herbert's only surviving brother, is about seventeen. The Duchess of Buccleuch will be presenting another daughter. Lady Alice Scott is twenty, and Lady Mary Scott has entered her eighteenth year. There are said to be no Courts until June. There were none until that month last year; the first was held on the 10th, and the second after Ascot, on the 24th. Probably approximate dates will be fixed this year.

We shall have some very desirable American visitors here for the season. There will be Colonel and Mrs. Cornelius Vanderbilt, with their very pretty, vivacious, and altogether delightful daughter. They were here towards the end of last season, and chartered Earl and Countess Beatty's yacht for Cowes Week. Their Majesties liked them greatly, and there was entertaining on both sides. Mrs. Corrigan, an American of great wealth, has taken Colonel the Hon. and Mrs. George Keppel's house in Grosvenor Street, and is said to intend to entertain a great deal. I have been told that Americans wanted Lord Rosebery's house in Berkeley Square: so it promises to be an American season to some extent, and we are lucky in the fact that all the ladies who intend to enjoy it with us are great favourites in American society; and are already or are fast becoming so in our own best sets. A. E. L.

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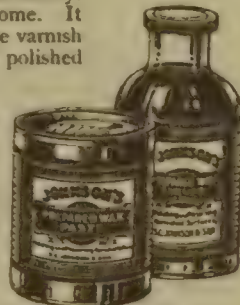
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THE CULT OF THE POSTAGE STAMP.

BY FRED J. MELVILLE.

A SUCCESSION of pictorial issues of the stamps of the United States presents in outline a history of the great nation that has grown up in the New World. Such issues as the beautiful Columbus issue of 1893, depicting scenes from the life and voyages of Columbus make most attractive pages in our stamp albums, as also do the stamps of the Omaha, Buffalo, St. Louis, Jamestown, Alaska and San Francisco Expositions. Within the past few days our American mail has brought us a new set of three stamps issued to commemorate the tercentenary of the landing of the Pilgrim Fathers at Plymouth, Massachusetts, on December 21, 1620. There are only three denominations: 1 cent green, 2 cents red, and 5 cents blue, printed from plates engraved in recess. The 1 cent is the most attractive stamp, from the comparative simplicity of the vignette; it shows the picture of the Pilgrims' ship, the *Mayflower*, in full sail. The 2 cents shows the landing of the Pilgrims, and the 5 cents depicts the signing of the Compact. These two are not such effective stamp designs, as the subjects are too big to be effectively reproduced in the centre of a mere postage-stamp. The frame design, which is uniform for all three values is interestingly emblematic. The



1, 2, and 3. New American stamps commemorating the Pilgrim Fathers Tercentenary: (1) The "Mayflower" in full sail; (2) the Pilgrims landing; (3) the Signing of the Compact.—4. Issued by the Armenian Republic before its collapse: a five-rouble red stamp, with Sanskrit inscription.—5, 6 and 7. Bearing the Polish Eagle and the St. George or White Knight of Lithuania: three Lithuanian stamps issued under a Polish filibuster.

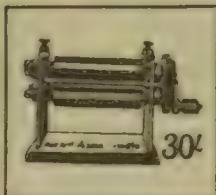
border at the left represents a vertical row of hawthorn blossoms, the British mayflower; the border at the right shows the trailing arbutus, the American mayflower, which tradition says was named by the Pilgrims after their ship.—The Armenian Republic, which was

using Russian stamps with a cypher overprint meaning "Armenian Posts" during the early part of last year, was preparing to issue a set of stamps in a definitive design when the new State collapsed under the stress of Bolshevism and Turkish marauding forces. Only three of the new stamps appear to have been issued before the collapse. They depict in the centre an eagle bearing an unsheathed sword; a Sanskrit inscription appears at the top, and the English "Armenia" at the bottom. The values are 3 roubles green, 5 roubles red, and 10 roubles blue.

In pre-war days the 10-rouble stamp was the highest denomination current in Russia, but to-day, in countries like Armenia and Georgia, the postal service that can be rendered for a rouble must be small. Recently the Georgian rouble rose from 20,000 to 14,000 per pound sterling. For anyone who fancied the titular distinction of millionaire, one could be the possessor of a million in Georgian roubles for £50. The little stamps inscribed "Srodkowa Litwa" hail from Central Lithuania, where a short series in this crude design was issued under the auspices of the Polish filibuster, General Zeligowski. The heraldic emblems in the centre combine the Polish eagle with the St. George, or White Knight, of the arms of Lithuania.



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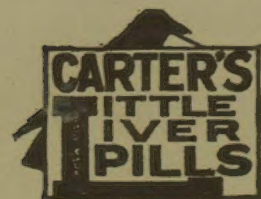
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THE CHRONICLE OF THE CAR.

Stolen Cars
and Licenses.

Some little time ago the R.A.C. approached the Ministry of Transport with regard to the free issue of a new license where a car, and therefore the license, had been stolen. The Ministry replied to the effect that it was not possible to allow this, and suggested that it would be well for the car-owner to insure the value of the license at the same time that insurance was effected on the car. The Ministry has, however, modified its decision in terms of the following interesting announcement—

"Paragraph 12 (1) of the Road Vehicles (Registration and Licensing) Regulations, 1921, provides for the issue of a duplicate license (on payment of a fee of 5s.) where the original license has been lost—whether accidentally or by theft. No provision is, however, made in the Regulations for any allowance to the owner of a license in cases where the vehicle, as well as the license, is stolen. Numerous representations have been made to the Minister on this point; and, while he considers it undesirable to make provision in this matter by way of regulation, he is prepared to consider applications from Registration

circumstances of the theft; in particular, reference should be given to any Police Reports and to settlement (if any) in respect of the loss of the car by an Insurance Company.

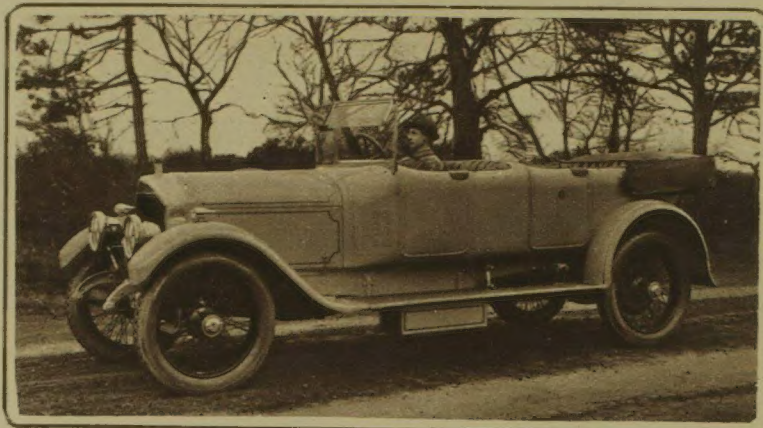
"A new license can only be issued under the terms of this arrangement if the old Registration Book is duly surrendered. The owner must also give an indemnity to the Council providing that, in the event of the stolen vehicle being subsequently recovered, he will not transfer the existing license in respect thereof to any other person, and will surrender the license (if recovered) forthwith."

In the circumstances, this is quite as far as the Ministry could be expected to go. The whole business, however, helps to point the wrong-headedness of licensing the vehicle instead of the owner. The former system of licensing the individual to keep a car of a certain horse-power was far more equitable, and caused fewer possible complications.

Penalising
the Motorist.

A correspondent of the *Autocar* draws attention to another anomaly in the present system of levying license duties, which, needless to say, inflicts yet another penalty on the possessor of a car. He records that he recently purchased a new car of 30.1-h.p. rating, and applied to the registration authority for a number and license to run for the ensuing twelve months, to be informed that a license could only be issued for nine months, and that the sum due was £27 18s. As he points out, this amounts to a fine of £4 13s. simply because he has bought his car at the end of the quarter, and desires to augment the revenue by paying his tax for a year. Of course, under the old system he would have had to pay the tax for the whole year, but it would have been eight guineas only, which is a comparatively small matter. The mulct which is levied upon those who prefer to take out their licenses quarterly is an iniquity which is by

no means discounted by the contention of the Ministry of Transport that it involves extra work and book-keeping. Allowing that it does, surely a payment of five shillings per license would be ample to cover this additional trouble. This, however, has nothing to do with the principle that the purchaser of a new car



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Authorities for approval of the issue of licenses without extra charge in respect of new vehicles of similar type purchased by a licensee in replacement of the stolen vehicle. The application to the Ministry should state the character of the evidence placed before the County Council with regard to the

ing his tax for a year. Of course, under the old system he would have had to pay the tax for the whole year, but it would have been eight guineas only, which is a comparatively small matter. The mulct which is levied upon those who prefer to take out their licenses quarterly is an iniquity which is by

should be allowed to take out his license at the proper rate if he wants to pay his tax for the year.

Tyre Prices
Down.

Quite an acceptable Easter gift to the over-burdened car-owner was the 20 per cent. reduction of tyre prices which the Dunlop Company and others announced just prior to the holiday. The exact reductions made are 20 per cent. on covers and 15 per cent. on tubes. In the case of the 815 by 105 Magnum cover, for example, the price falls from £10 4s. 3d. to £8 3s. 6d., and of the tube from 30s. 9d. to 26s. 3d. What this means is that, in comparison with the old prices, the motorist obtains his spare tyre for nothing. W. W.

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Six Months, £1 9s. 3d.; or including Christmas Number, £1 11s. 8d.
Three Months, 14s. 7d.; or including Christmas Number, 17s. 0d.

ELSEWHERE ABROAD.

Twelve Months (including Christmas Number), £3 5s. 3d.
Six Months, £1 11s. 5d.; or including Christmas Number, £1 13s. 10d.
Three Months, 15s. 9d.; or including Christmas Number, 18s. 2d.

£750—Value for Money

"READY FOR
THE ROAD"

—IN THE FULLEST
SENSE OF THE
PHRASE—AND
MOUNTED WITH
THE FINEST
QUALITY ENGLISH
COACH-BUILT
BODY.

Chassis price £550.
Complete with:—
C.A.V. Lighting &
Starting;
Five lamps;
Clock;
Speedometer;
4-Speed Gearbox;
Cantilever Suspension;
5 Wheels and Tyres.

"WHAT IS THE BEST
CAR OF THE YEAR?"
"Daily Dispatch" Nov. 4,
1920.

"After the most exhaustive
examination into the
relative 'value for money'
of the numerous cars
exhibited at this year's
Olympia motor show, in
my considered judgment
the 1921 model of the
16-h.p. Talbot-Darracq is
in every respect the car
as representing 'value for
money'..."

W. H. Berry

The same writer states, in
the "Evening Standard"
Mar. 4, 1921.

"After nearly 2,000 miles
with the Talbot-Darracq
on the road, however, I
have nothing to take back
from my original opinion,
that she is the best value
in cars in her class in
1921."

THIS IS THE NEW PRICE
OF THE
16 h.p. TALBOT-DARRACQ

DECREASED production
costs, owing to intelligent
co-operation between the various
firms associated with the Darracq
Company; the reduction in
labour costs in the principal
Foundries and Stamping Plant of the
combined Companies at Suresnes;
a heavy reduction in the cost of raw
material, and the whole 1921 out-
put of the 16 h.p. model contracted
for by agents, added to which the
sales in France have been much
heavier than anticipated. All these
facts have resulted in a further large
series of this model being placed in production,
a drop of £100 in price, and the further up-
holding of the Darracq Company's "Value-
for-Money" policy, which gives its customers
the IMMEDIATE benefit of the improved
industrial outlook.

Catalogues and all details
from our Head Office, and
trial runs arranged.

TALBOT DARRACQ

TOWNMEAD RD., FULHAM, LONDON, S.W.6
Showrooms: 150, New Bond Street, London, W. 1.

Equally Dependable in the Tanks of Peace

There is a type of *Champion Dependable Spark Plug* for every use—for motor-cars, lorries, tractors, farm engines, motor-cycles, motor-boats, aeroplanes, and all other internal combustion engines.

A 14-1-in.—Equipment
on Fordson Tractors.
Will give exceptionally
satisfactory service on
all tractors where stand-
ard 14-inch plug is used.



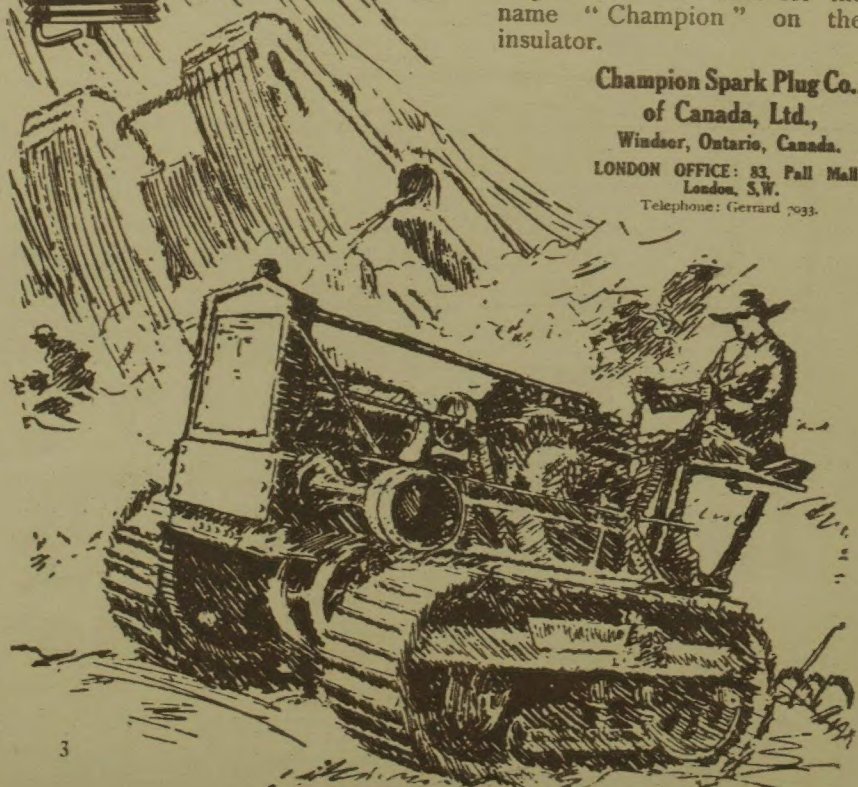
That is why *four-fifths* of the
tractors of the world are equipped
with *Champion Spark Plugs*.

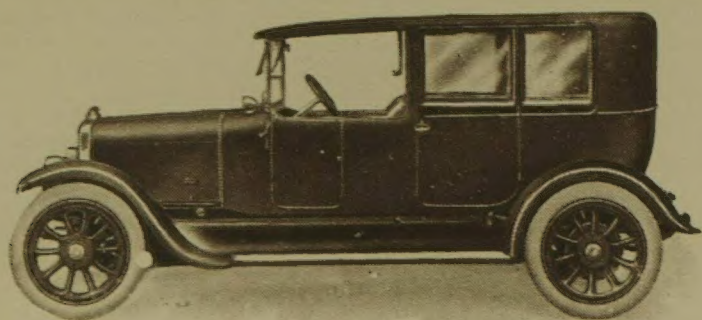
The same dependability that drove
the tanks of war over the shell-torn battle-
fields of Europe is the dependability
that is driving thousands of tractors,
the tanks of peace, over the farms of
the world.

Then why experiment in spark plugs?
It is expensive and unsatisfactory.
Choose one that has demonstrated its
dependability.

Ask your dealer for *Champion Dependables* and look for the
name "*Champion*" on the
insulator.

**Champion Spark Plug Co.,
of Canada, Ltd.,**
Windsor, Ontario, Canada.
LONDON OFFICE: 83, Pall Mall,
London, S.W.
Telephone: Gerrard 7033.





The 25 h.p. Talbot is one of the most successful models ever introduced by the Company. For reliability, durability and efficiency combined with low upkeep cost (the petrol consumption under touring conditions averages 18/21 miles to the gallon) this car is unbeatable. Hereunder we give prices of the three models for the 1921 season.

The CLEMENT-TALBOT Co., Ltd., have pleasure in announcing a price reduction in all three models; the 25 h.p., the 36 h.p. 6-cyl. and the 15 h.p. This reduction has been made possible by the intelligent and intensive co-operation between the various Companies associated with the Clement-Talbot Company, added to a considerable drop in the cost of labour in the principal Foundries and Stamping Plant of the Combined Companies at Suresnes; this, in addition to the heavy fall in the price of raw material, has reduced production costs enough to warrant the new prices.

CURRENT PRICES:

15 h.p. Chassis	£795
25 h.p. "	£850
36 h.p. 6-cyl. "	£950

Catalogues and all details will be posted on application, and trial runs arranged by appointment.

INVINCIBLE TALBOT

"The first car in the world to cover 100 miles within the hour."

CLEMENT-TALBOT, LIMITED,

BARLBY ROAD, LADBROKE GROVE,
KENSINGTON LONDON, W.10.

Telegrams: "Clemtal Norkens, London."
Telephone - - - Park 5000 (4 lines).

Ruston- Hornsby

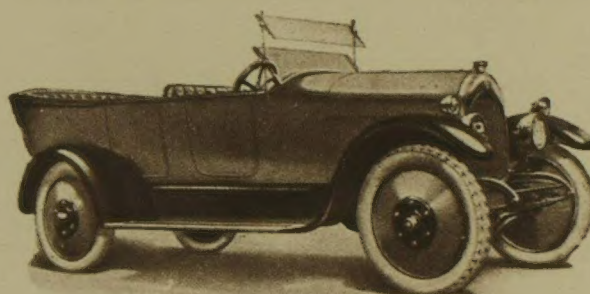
The Car of Quality & Value

22 to 25 miles per gallon

for a large touring car is by no means common. Yet with the 16-20 h.p. Ruston-Hornsby such an average is an every-day performance.

This fine car seats five persons in comfort; and has remarkable hill-climbing powers, even on stiff gradients and when carrying a considerable amount of luggage.

In design and construction it is a credit to the famous British engineering firm who are responsible for its production. The price charged is the lowest possible for a car of its power.



**Prompt
Delivery**

16-20 h.p. with complete equipment. . . . £650

20-25 h.p. with complete equipment. . . . £750

Price guaranteed until July 1st, 1921.

Write for Specification—it will interest you.

SOLE CONCESSIONNAIRES:

C. B. WARDMAN & COMPANY, LTD.

122, GREAT PORTLAND STREET, LONDON, W.1
Telephone: Langham 1530-1531. Telegrams: "Rusorncy, Wesdo, London."

St. James's 34

Sheffield's Great Razor Triumph

YOU know the world-wide fame, the unquestioned reliability of Sheffield Razors—razors of the finest steel. In all that great history of razor manufacture, the best razor that Sheffield ever produced is the Kropp. That is a big statement to make, but it is fully justified by the fact that it is true. The Kropp is absolutely the very finest razor that money can buy.

KROPP

ALL-BRITISH RAZOR

PRICES:

Black Handle, 10/6 Ivory Handle, 18/-

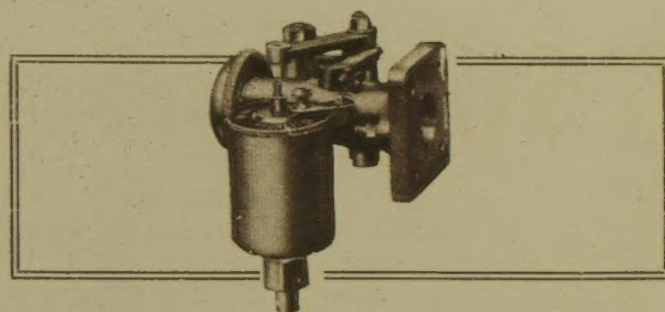
Every Razor is packed in a Case.

From all Hairdressers, Cutlers, Stores, &c.

Send postcard for a copy of "Shaver's Kit"
Booklet No. 8.

Wholesale only:—

OSBORNE GARRETT & CO. LTD.,
LONDON, W.1.



A proved petrol saver

Zenith Carburettors do save petrol, reduce upkeep costs, assure easy starting and rapid acceleration.

ZENITH

CARBURETTERS

can now be supplied with special attachments to facilitate fitting.

ZENITH CARBURETTER CO., LTD.,
40-42, Newman Street, Oxford Street, W.

Telephone—Museum 4812-4813.

SCIENCE JOTTINGS.

WHAT IS ELECTRICITY?

NO change in scientific theory has been so revolutionary as that which has lately happened with regard to the nature of electricity. Some twenty years ago electricity was still looked upon as an agreeable toy chiefly useful for awaking in the mind of youth an interest in what was called "natural" science, but certainly of no use as an explanation of the constitution of the universe. It had already, indeed, done much to increase speed of communication between one country and another



THE FINISH OF ONE OF THE FINEST RACES ON RECORD: CAMBRIDGE (ON THE LEFT) PASSING THE POST A LENGTH AHEAD OF OXFORD IN THE UNIVERSITY BOAT-RACE.

Cambridge beat Oxford by one length in the Boat-Race on March 31 after one of the most exciting struggles in the history of the event. Oxford won the toss, and chose the Surrey side. Cambridge led at the start, but Oxford was ahead for a great part of the course. The time was 19 min. 45 sec.—[Photograph by I.B.]

by means of telegraphy, and was beginning to make itself felt as a new mechanical power. These benefits, however, were looked upon by our pundits at school and university as merely commercial matters with which they had nothing to do, and the theory that electricity was a "form of energy"—whatever was meant by that—was as far as the Science Master had got in the direction of guessing what electricity was.

A little later, however, things began to move. Hertz's discovery of the huge waves in the ether which make wireless telegraphy possible came to shake our feelings of omniscience. Then followed

that of the Röntgen rays, which enabled us to see through substances hitherto supposed to be opaque. Then came the discovery by the Curies of the extraordinary properties of radium, which seemed to put an inexhaustible supply of energy at the service of mankind. Looking back on all these new ideas, now commonplace enough, one is lost in admiration at the level-headedness—or absence of imagination—which prevented the brains of scientific men from reeling under the Gargantuan doses of knowledge regarding hitherto unsuspected mysteries of nature thus poured into them.

This, however, was all the work of the physicists; and meanwhile the chemists had not been idle in enquiring into the nature of matter, or, to put it in another way, of the stuff of which the universe is made. Dalton's atomic theory had taught us that this, on what was then supposed to be the final analysis, consisted of atoms, or particles, probably spherical, and of weight differing with the different "elements," or substances, such as metals and gases. Some otherwise unaccountable relations between these atomic weights led Prout to conclude that these so-called elements were all multiples of the lightest among them, which is the gas called hydrogen. The discovery of radium, which gives off, in disintegration, one or more atoms of helium,

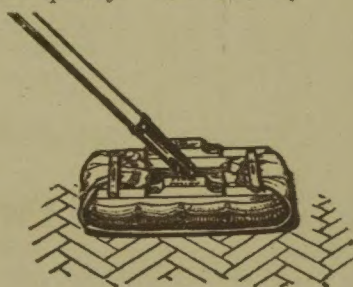
a gas only four times heavier than hydrogen, first gave us to understand that the elements might not be so incapable of further analysis as we had been accustomed to think, and Sir William Ramsay and Dr. Norman Collie, among others, brought forward some proofs that it might be possible to transmute, under certain conditions, one element into another. Evidently, the enquiry into the nature of matter had made a leap, and a very long leap, forward.

Sir Ernest Rutherford's lectures at the Royal Institution last month show us that this step was by no means the last. When Dr. Gustave Le Bon, until then chiefly known as a writer on psychology,

hazarded the guess—or, rather, the deduction from somewhat slender premises—that radio-activity was a property with which all matter was endowed, the view was received with howls of execration by nearly all those whom our neighbours call "princes of science." Yet later discoveries have shown that this was, if not the truth, at any rate very near to it. His book on the Evolution of Matter brought home to the general public the idea that in the constitution of electricity itself might be found the key to the problem, and in this quest physicists and chemists again joined forces. The mere names of those engaged upon it would make a list too long for this column, but among them those of Sir Joseph Thomson, Professor Soddy, and pre-eminently Sir Ernest Rutherford himself, will perhaps be those most familiar to the English public. The result of the researches of these distinguished men, and of their Continental and American confrères, may be summed up in the announcements made by Sir Ernest Rutherford in his recent lectures, namely, that electricity, like matter, finally consists of atoms or particles which cannot be cut, and that all the elements, of which—in his own words—"all the universe, including ourselves, is made," can probably be resolved into mixtures of hydrogen and helium atoms in varying proportions.

The far-reaching nature of these discoveries, if they can be substantiated—as to which Sir Ernest was commendably cautious—almost exceeds belief. The transmutation of metals, of which the alchemists dreamed, is now, in all probability, only a question of time, and, were this once effected, other syntheses of far greater importance to the welfare of the race would probably follow quickly. The discovery

of better means of utilising the energy imprisoned within the chemical atom would, as Dr. Le Bon pointed out sixteen years ago, well-nigh abolish the difference between rich and poor, and other problems of even more revolutionary kind would then offer themselves for solution. If all matter is electricity, as Sir Ernest seems to think, electricity becomes the most interesting thing in the universe. F. L.



INDISPENSABLE IN SPRING CLEANING: THE "RONUK" POLISHER.

In the spring the housewife's fancy lightly turns to thoughts of—dust. The "Ronuk" polisher is her invaluable ally.



TOO many moderns let their cigarette smoking develop into a mere nervous habit of unconsidered repetition.

No harm in that, perhaps, so it stop short of real excess. But what a

sad misuse of an exquisite gift of the kindly gods!

Mere gratitude should dictate a more thoughtful appreciation of such good things as

MATINÉE Turkish Cigarettes

blended and made of the exquisite Macedonian leaf
by **ALLAN RAMSAY**

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